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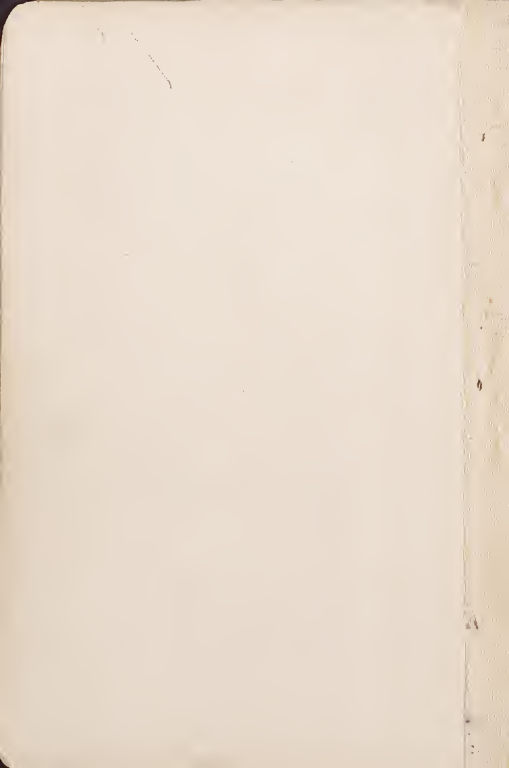
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Trolley Exploring

THE PIONEER ELECTRIC RAILWAY GUIDE

Originated by

CROMWELL CHILDE

Of the Editorial Staff of the Eagle



Trips About New York

And to

**Chicago, Boston,
Philadelphia,
Washington**

**Routes in New Jersey, Connecticut
and New York States**

PUBLISHED BY THE

Brooklyn Daily Eagle

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PREFACE

The fifteenth successive issue of The Eagle's Trolley Book, properly named "Trolley Exploring"—since it has led to countless long and short trips of exploration—has seemed to the Brooklyn Daily Eagle a milestone at which to stop and pause. No other trolley book of America has ever been so successful as this little paper-covered volume. It has had hosts of imitators; its features have been copied in several excellent local books. No other guide has covered its field. The getting out of the fifteenth edition has seemed a good time to rewrite and vastly improve "Trolley Exploring," to add new pictures, new material in a far greater degree than ever before. In this new edition the famous features of the book have all been preserved; they are now more than ever improved and amplified. It is a substantially new and greater trolley book to-day, and The Eagle is confident its thousands of readers will, this year, be multiplied.

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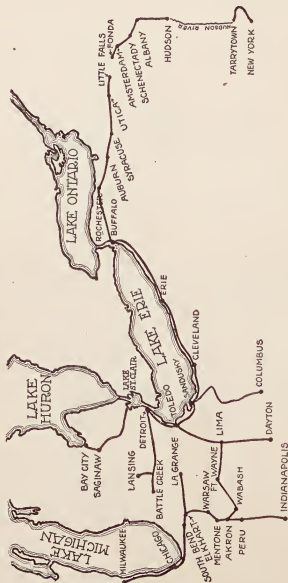
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83, 85, 86		Weehawken, N. J.	52
Stapleton, N. Y.	57	Wellesley, Mass.	99
Steinway, L. I.	61	Wellesley Hills, Mass.	99
Stockbridge, Mass.	107	Westboro, Mass.	99
Stratford, Conn.	88, 89	West Brookfield, Mass....	96
Suffern, N. J.	51	Westbury, L. I.	68
Suffield, Conn.	94	Westchester, N. Y.	75
Summit, N. J.	40	West End, N. J.	39
Syracuse, N. Y.	13	Westerleigh, N. Y.	57
		Westerly, R. I.	93
		West Farms, N. Y.,	
		73, 76, 85	
T		Westfield, N. J.	23, 37
Tabor, N. J.	41	West Hartford, Conn....	92
Tarrytown, N. Y....	17, 78, 80	West New Brighton, N. Y.	56
Taunton, Mass.	95, 99	West Newton, Mass.	99
Teaneck, N. J.	43, 49	West Orange, N. J.	42, 43
Tenafly, N. J.	43	Westport, Conn.	86
Thames Valley, Conn....	97	West Springfield, Conn....	94
Throg's Neck, N. Y.	75	Weymouth, Mass.	101
Toledo, O.	19	White Plains, N. Y.	79
Tompkinsville, N. Y.	57	Whitestone, L. I.	61, 68
Torresdale, Pa.	23	Willimantic, Conn.	97
Totowa, N. J.	50	Williamsbridge, N. Y.	73
Tottenville, N. Y.	37	Wilmington, Del.	25
Tremont, N. Y.	75, 77	Winchester, Mass.	103
Trenton, N. J.	23, 36	Windsor, Conn.	94
Troy, N. Y.	85, 106	Winfield, L. I.	61
Tuckahoe, N. Y.	73	Woburn, Mass.	103
Turner's Falls, Mass.	94	Woodhaven, L. I.	64, 66
Tuxedo, N. Y.	51	Woodlawn Cemetery, N. Y.	
		71, 74, 75	
U		Woodmont, Conn.	89
Ulmer Park, L. I.	59	Woodside, L. I.	61
Undercliff, N. J.	51	Woodside, N. J.	45
Union, N. J.	42	Woonsocket, R. I.	98
Union Hill, N. J.	51	Worcester, Mass., 27, 85,	
Utica, N. Y.	18	96, 97, 98, 99	
		Y	
V		Yalesville, Conn.	30, 90
Valley Stream, L. I.	66	Yarmouth, Me.	103
Van Cortlandt Park, N. Y.		Yonkers, N. Y., 71, 73, 74, 77, 78	
71, 75		York, Me.	28, 85, 103
Van Nest, N. Y.	75, 76		
Verona, N. J.	44		

BROOKLYN EAGLE TROLLEY MAP



NEW YORK TO CHICAGO AND BEYOND

New York—Chicago

For the first time in trolley history it is possible, this spring, to travel by electric car from New York to Chicago. There is still a "break" or two that must be covered by train, but these are not important and do not mar the interest or the practicability of the journey. The "breaks" that still exist are in New York State, and mean only two short rides on the steam cars. Further steam car riding has been necessary up to now in the Middle West, but extensions have been made this winter, and the official announcement is that cars will be running over them in the early summer, making a continuous line of trolley rails from Little Falls, N. Y., to Sheboygan, Wis., far beyond Chicago, and 52 miles north of Milwaukee.

Of equal moment to the vast number of people who enjoy trolley exploring on an extended scale is the fact (according to recent announcements in the "Electric Railway Journal" of New York) that less than 50 miles of construction is now needed to complete the electric route from St. Louis to Chicago, and that it is quite possible to journey from Louisville, Ky., to Bay City, Mich., just beyond Detroit.

These instances show the enormous trolley development in this Middle West field, and point to the number of very fine trips that are to be made. The practical completion of the New York-Chicago route opens up these to many people who would not otherwise think of them.

The "breaks" in New York State that must to-day be travelled by train are from Tarrytown to Hudson, along the line of the Hudson River, and from Fonda to Little Falls in the central belt of New York. (See map).

Much of a general nature has been written by people who have "trolley explored" from New York to Chicago, but the most complete and latest account is that of J. S. Moulton of the Interborough Rapid Transit Company of New York. Mr. Moulton made the trip late in the summer of 1909 and compiled a full, detailed record of it for the "Electric Railway Journal," from which his time table is reproduced.

Mr. Moulton found that after he left New York State the only "break" to Chicago was from Wabash to Warsaw, in Indiana, a distance of 33 miles. The extensions make this gap now possible by trolley, through Akron and Mentone.

New York to Chicago, costs by trolley \$19.67 (with \$12 extra for hotel bills). Time taken, just short of four days. Actual running time, 45 hours and 24 minutes. This, he says, can be reduced to 31 hours, 10 minutes. Distance, 1,143 miles, 956 trolley, 187 steam roads. The new extensions will cut down this steam travel to 144 miles.

Mr. Moulton makes a valuable suggestion for this New York-Chicago trip at its New York end. That is, that the New York Central Railroad should be taken at the Grand Central station (42d street, Manhattan) and the first stage made entirely by steam, 115 miles, \$2.30, rather than the trolley to Tarrytown (a roundabout way, time three hours), and thence train to Hudson.

There may be slight differences in fares and time (for neither of these are necessarily permanent).

TIME TABLE.

New York City to Hudson, New York Central, 115 miles, fare \$2.30, leaving 12:30 A.M., arriving 4:47 A.M. (Steam).

Hudson to Albany, Albany and Hudson Traction Company, 38 miles, fare 60 cents, leaving 6 A.M., arriving 8 A.M.

Albany to Schenectady, Schenectady Railway, 16 miles, fare 25 cents, leaving 8 A.M., arriving 8:45 A.M.

Schenectady to Amsterdam, Fonda, Johnstown and Gloversville R.R., 15 miles, fare 25 cents, leaving 9 A.M., arriving 9:41 A.M.

Amsterdam to Little Falls, New York Central road, 39 miles, fare 82 cents, leaving 10:26 A.M., arriving 12:03 P.M. (Steam).

Little Falls to Utica, Utica and Mohawk Valley Railroad, 23 miles, fare 35 cents, leaving 12:30 P.M., arriving 1:30 P.M.

Utica to Syracuse, Oneida Railway, 49 miles, fare 85 cents, leaving 2:05 P.M., arriving 3:33 P.M.

Syracuse to Auburn, Auburn and Syracuse Electric Railroad, 26 miles, fare 40 cents, leaving 4:30 P.M., arriving 6 P.M.

Auburn to Rochester, Auburn and Northern Railroad and Rochester, Syracuse and Eastern Railroad, 66 miles, fare \$1.20, leaving 6:30 P.M., arriving 9:40 P.M.

Rochester to Lockport, Buffalo, Lockport and Rochester Railway, 56 miles, fare \$1.10, leaving 10:20 A.M., arriving 12:18 P.M.

Lockport to Buffalo, International Railway, 25 miles, fare 40 cents, leaving 12:20 P.M., arriving 1:25 P.M.

Buffalo to Erie, Pa., Buffalo and Lake Erie Traction Company, 88 miles, fare \$1.75, leaving 3 P.M., arriving 9 P.M.

Erie to Conneaut, Ohio, Conneaut and Erie Traction Co., 33 miles, fare 55 cents, leaving 7:05 A.M., arriving 8:55 A.M.

Conneaut to Cleveland, Pennsylvania and Ohio Railway and Cleveland, Painesville and Eastern Railroad, 73 miles, fare \$1.25, leaving 9:30 A.M., arriving 12:50 P.M.

Cleveland to Toledo, Lake Shore Electric Railway, 120 miles, fare \$1.50 ticket or \$2.10 cash, leaving 1:30 P.M., arriving 5:50 P.M.

Toledo to Fort Wayne, Ind., via Lima, Ohio, Ohio Electric Railway, 137 miles, fare \$2.10, leaving 8 P.M., arriving in Lima at 10:55, spending the night there and starting at 10:15 A.M. and arriving at Fort Wayne at 12:10 P.M.

Fort Wayne to Wabash, Fort Wayne and Wabash Valley Traction Company, 45 miles, fare 80 cents, leaving 5:40 P.M., arriving 7:08 P.M.

Wabash to Warsaw, Big Four Railroad, 33 miles, fare 70 cents, leaving 9:55 A.M., arriving 11:06 A.M. (Steam).

NOTE—It is this stage of the trip that may now be made by trolley, through Akron and Mentone, 44 miles.

Warsaw to South Bend, Winona Interurban Railway and Chicago, South Bend and Northern Indiana Railway, 56 miles, fare \$1, leaving 1:30 P.M., arriving 3:40 P.M.

South Bend to Chicago via Pullman, Ill., Chicago, Lake Shore and South Bend Railway and Illinois Central suburban service Pullman to Chicago, 90 miles, fare \$1.50, leaving 5:30 P.M., arriving 9:00 P.M.

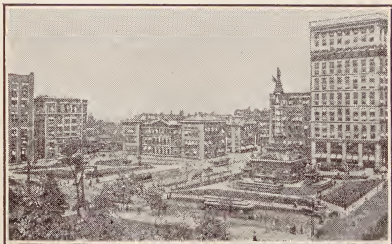
As a journey to be taken leisurely, occupying two weeks or more from New York, this trip a third of the way across the Continent, has many possibilities of pleasure. There are the important cities of New York State—Albany (the old Fort Orange of the Dutch settlement), with a side trip into the Saratoga battlefield country; Schenectady, Utica, Syracuse, Rochester, along the line of the famous Erie Canal (now nearly a century old) to Buffalo, with Niagara Falls, another great side trip. Thence Erie, Cleveland, Toledo, the latter at the western end of Lake Erie (all this the territory of the "Western Reserve" of history.

Cleveland is one of the finest of modern American cities.

The Trolley Traveler here goes far to the south in Ohio and Indiana, passing through one of the most prosperous regions of American industrial communities. Some day the trolley will

make an air line from Toledo to Chicago. Up to to-day there has been no commercial temptation to trolley continuously the extreme northern territory of Ohio. So a southward journey is necessary through Lima and Fort Wayne, and beyond that a roundabout, northeasterly tour through Warsaw and Goshen up to Elkhart, thence due west and on a line almost as direct as the crow flies into Chicago.

But all the travel is interesting. In no other way can those who have a little time to spare get such a comprehensive and



PUBLIC SQUARE, Cleveland.

intimate idea of the life of the Middle West, the medium-sized cities as well as the larger ones. Here are some of the most important and most modern manufacturing plants of the country.

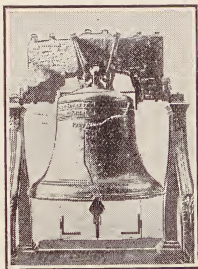
This big territory has relatively little in the way of historical sites to interest the journeyer, but none of the cities are without some points of special note. The trolley cars on many of the lines are the fastest and best equipped to be found anywhere. In a few cases they are almost as fine as railroad parlor cars. The idea of trolley express service originated in this section of the Middle West. The lines do a big and profitable freight business here.

The Trolley Explorer can easily make detours to Columbus, Dayton, Cincinnati, Indianapolis and even Louisville, an air line running between the two latter cities. None of

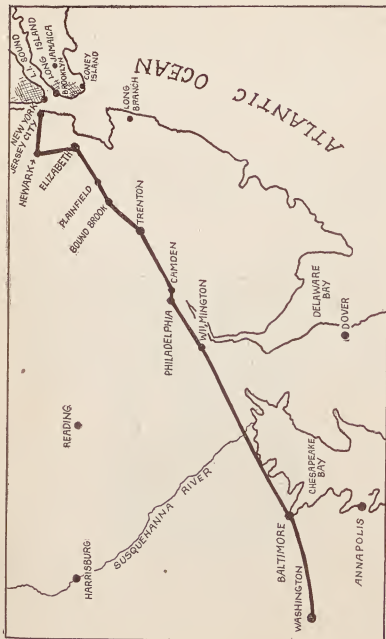
these side trips, except that to Louisville, will take much time, and the additional journey will amply repay. Columbus is best to be reached from Cleveland, Dayton and Cincinnati from Lima, Indianapolis, from Lima or Fort Wayne.

To the north of Toledo there is the "lake country," readily to be reached by electric road, along the western coast of Lake Erie, up to Detroit, Lake St. Clair, the noted duck marshes, finally up to Saginaw and Bay City on Saginaw Bay, one of the arms of Lake Huron. Lansing, in the center of Michigan, can be trolleyed to from Detroit, and so can Battle Creek.

Beyond Chicago there is straight trolleying to Milwaukee, and some distance to the north of it along the western shore of Lake Michigan as far as Sheboygan.



LIBERTY BELL,
Philadelphia.



EAGLE TROLLEY MAP-NEW YORK TO WASHINGTON

New York—Philadelphia— Washington

It costs \$1.38 to get from New York by way of Jersey City, Newark, Elizabeth, New Brunswick and Trenton to Philadelphia, and the trip may be made comfortably in a single day—about nine hours. Cortlandt or Desbrosses street ferry from New York, or Hudson River Tunnel to Pennsylvania Railroad Station, Jersey City. The Hudson River Tunnel is best reached at 23d street and 6th avenue, New York. To get to Cortlandt street ferry, New York side, take subway to Fulton street, Broadway, 6th or 8th avenue surface lines, or 6th or 9th avenue elevated to Cortlandt street. Take the Newark car in Jersey City.

In Newark a change is to be made at the corner of Broad and Market streets to an Elizabeth car. In detail, the trip is as follows, from New York:

	<i>Time.</i>	<i>Fare.</i>
Jersey City (by ferry or tunnel)	10 to 15 min.	5c.
Newark	1 hour	15c.
New Brunswick	4 hours	50c.
Trenton	5 hours	90c.
Camden	8½ hours	\$1.35
Philadelphia (by ferry) .	8¾ hours	\$1.38

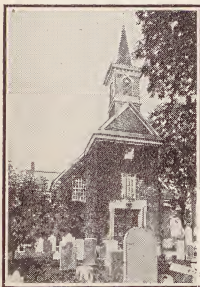
Between Newark and Bound Brook the traveler passes through Elizabeth and Westfield, a fine section of New York's suburbs. For historical associations, scenic effects, etc., see New Jersey chapter, Route I. From New Brunswick to Trenton is a private right of way. Beyond Trenton, while the usual route is to Camden, by way of Bordentown and Burlington on the Jersey side of the Delaware River, the trolley traveler has an alternative line from Trenton to Philadelphia, through Bristol and Torresdale on the Pennsylvania side, at approximately the same cost and running time. Or he may take a steamer down the Delaware to Philadelphia.

Trenton lies in the center of one of the great dramas of American history. It was here that Washington crossed the

Delaware on the night of December 25, 1776, in open boats, and with his shivering, ill-clad army won a victory from the British. At Princeton, where Princeton University is to-day, a brief side trip from Trenton, well worth while, there was another notable Revolutionary battle. There is a Washington headquarters at Rocky Hill nearby. Ex-President Cleveland lived at Princeton after he had left the Presidency.

Burlington shares in this historic interest. All through the country where these trolley cars run was the turmoil of the Revolution. On the Delaware River Ezra Fitch, once a

clock maker at Trenton, is said to have navigated the first steamship ever built. It is historical fact that on this river John Stevens, the progenitor of the famous Stevens family, operated the first regular steamboat route ever established. This was in 1807. The Stevens steamboat was practically contemporaneous with Fulton's Clermont. In Bordentown Joseph Bonaparte, ex-king of Spain and brother of Napoleon, took refuge with his retinue after the Battle of Waterloo, living until he went back to Europe in 1830, the life of a simple country gentleman.



OLD SWEDES' CHURCH.

Philadelphia has any amount for the tourist to see. Though for many a year one of the greatest of American manufacturing cities, it is rich in historic memories. At one time it was the country's capital. Here the Declaration of Independence was signed; here is the never-to-be-forgotten Liberty Bell.

Independence Hall must be visited and Old Swedes' Church (dating back to 1700). This, it must be recalled, is the city of Benjamin Franklin, and much lingers to keep his memory green. There is Carpenter's Hall, where the first Continental Congress met in 1774. Philadelphia's points of historic in-

terest are so many, indeed, that the visitor should purchase on his arrival a very full local guide.

ON TO WASHINGTON

From Philadelphia to Wilmington, Del., costs 30 cents by trolley. The route passes through Chester. Here the traveler begins to approach a new atmosphere, that of the South. Beyond Wilmington trolley car traveling had best be interrupted and the steam railroad taken to Baltimore, at a cost from Wilmington of \$1.74.

Wilmington was settled by the Swedes, Dutch and English, and has a great Colonial history. It possesses a famous Old Swedes' Church, too. Wilmington was a "station" on the underground railroad of slavery days.

Baltimore dates back to 1729, and has much Colonial and Revolutionary history and many landmarks.

It is an easy trolley run from Baltimore to Washington, only a little over an hour, at a cost, however, of 80 cents.

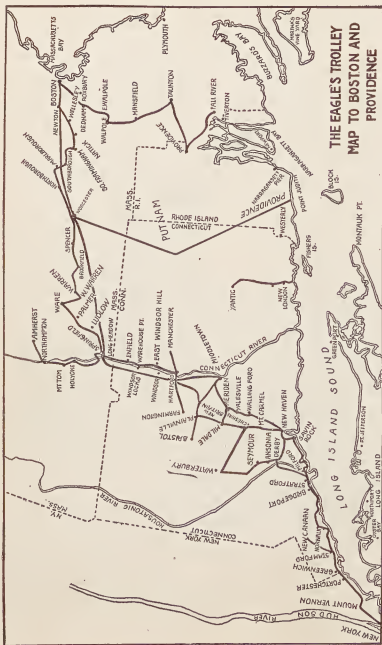
Washington is the great city for American sight-seeing. Among its big features that must be viewed are:

The White House, the Capitol, the Congressional Library, Washington's home at Mount Vernon, Christ Church, Alexandria (near by); the Washington Monument, the Carnegie Institution, the Treasury, the State, War and Navy building, the Washington Navy Yard, the Soldiers' Home, Arlington; Fort Myer, the old town of Georgetown, the Potomac Valley, the American University, National Zoological Park, Corcoran Art Gallery.



WASHINGTON MONUMENT,
Washington, D. C.

These number but a few of the many "sights" of interest. There are scores more, and many very delightful trolley rides into the suburbs. A detailed guide book will be absolutely essential.



New York—Boston



OLD STATE HOUSE, Boston.

New York to Boston by trolley is a 20-hour trip, if the trolley traveler pushes on steadily day and night, and has no delays in changing cars. Its cost each way is three dollars. The time table and fare statement of one excellent authority, Joseph F. Kennelly, of Brooklyn, who kept careful records while en route, and, traveling without stopping, reached Boston in exactly twenty-five hours from the time he started, is this:

	<i>Time.</i>	<i>Fare.</i>
New York (downtown)	5:00 a.m.	..
New York (177th street) by subway	6:00 a.m.	5c.
New Rochelle		10c.
Larchmont	8:00 a.m.	15c.
Portchester		25c.
Greenwich, Conn.	9:00 a.m.	30c.
Stamford, Conn.		40c.
Darien, Conn.		45c.
Norwalk, Conn.	10:15 a.m.	55c.
Bridgeport, Conn.	11:50 a.m.	75c.
New Haven, Conn.	2:18 p.m.	95c.
Cheshire, Conn.	3:35 p.m.	\$1.10
Milldale, Conn.	4:15 p.m.	\$1.15
Hartford, Conn.	6:50 p.m.	\$1.40
Springfield, Mass.	9:20 p.m.	\$1.70
Worcester, Mass.	12:55 p.m.	\$2.45
Boston	6:00 a.m.	\$3.00

As showing what can be done this is very interesting, but for comfort the traveler should take either three or four days and make the trip leisurely. While the actual fare only exceeds three dollars by a trifle, according to conservative calculation it needs \$15 to \$20 to "do" the New York-Boston tour with any degree of satisfaction, this including the return journey, "side trips," hotel bills, etc.

The tour really should have a week given to it, for within a day's travel from Boston, enabling the Trolley Explorer to get back to the "Hub" each night, are probably the most wonderful series of trolley jaunts in all America. It is quite possible to journey continuously by trolley to York, Portland and Lewiston, Maine, through all Massachusetts, in Connecticut, of course, up in New Hampshire, down in Rhode Island. For a detailed account of these trips and their historic feature; see New England chapter.



FANEUIL HALL, Boston.

For a three days' journey to Boston from New York this schedule is suggested:

First day—New York to New Haven or Waterbury, Conn.

Second day—To Springfield, Mass.

Third day—to Boston.

If the idea of a comfortable four days' journey is liked, with plenty of time for sight-seeing in the big cities and for really enjoying the scenery, here is a good programme.

First day—New York to Bridgeport.

Second day—The Connecticut Hills, the Housatonic and Naugatuck Valleys, up to Hartford.

Third day—The Valley of the Connecticut, stopping over night at Springfield.

Fourth day—Central Massachusetts; high speed trolley east from Worcester.

The New York-Boston route, given in detail above, it must be said, is merely the direct one. It is the shortest line, or combination of lines, between the two cities. At first there was but one way to trolley from New York to Boston. Now extensive electric railroad building throughout New England have brought about a multiplicity of ways.

It costs very little more and takes little more time to select routes that are attractive scenically. This is what it is possible for the trolley traveler on his way from New York to Boston to do.

There is only one way from New York to Bridgeport, Conn., 70 miles from New York. The West Farms Express should be taken on the New York Subway from any point in either New York or Brooklyn to 177th street. Beyond Bridgeport alternative routes to Boston open up. These routes all come together in Hartford, starting point for the Connecticut Valley section.



BOSTON PUBLIC LIBRARY.

The "direct route" of these is Bridgeport to New Haven, then due north over the hills to Cheshire into New Britain, thence into Hartford. The traveler has infinitely more attractive scenery, however, and one of the loveliest trips in all New England, if he goes through the Housatonic and the Naugatuck Valleys, via Derby, Ansonia, Seymour, Waterbury, then over Southington Mountain to New Britain and Hartford.

Yet another route to Hartford from Bridgeport, and the newest of all, is from New Haven to Meriden and from

there to Middletown, from Middletown running along the southern section of the Connecticut River into Hartford. There is, too, the "original" line, by way of New Haven, Yalesville, Meriden, New Britain into Hartford. But this latter is not to be at all recommended to those who are touring for pleasure.

From Hartford to Springfield you can journey on which ever side of the Connecticut River you prefer. There is a complete trolley system on each side.

Between Worcester and Boston one has a choice of three routes that lead very much through the same country. The "high speed" line does it (40 miles) in two hours and a quarter (64 cents). The other routes take three hours and three-quarters and three hours and forty minutes. Each of these latter are close to 50 miles long.

See the New England chapter for details of fare between individual points, time, scenic suggestions and historic matter. New England is remarkably rich in sites and traditions.



New Jersey

New Jersey has a vast local trolley interest among her hills a few miles west of New York. The most of these short journals may be accomplished, going and returning in three to four hours.

Newark is as a general thing the starting point for these trips, though several fine ones start from Edgewater, on the Hudson (near Fort Lee), opposite West 130th street, Manhattan. One starts from the West 14th street ferry, Manhattan, another from the West 42d street ferry, a third from the Christopher and Barclay street ferries, from New York.

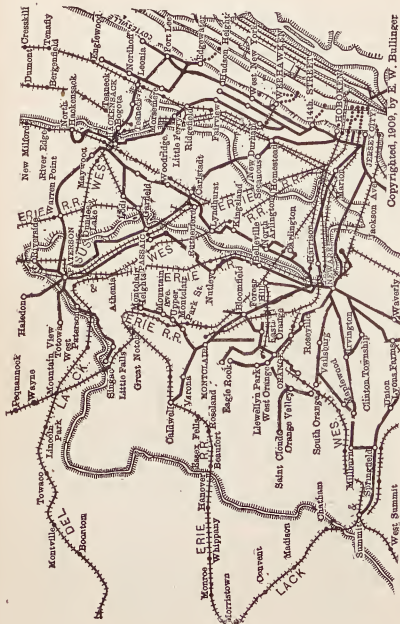
To reach Newark, take Hudson River Tunnel (6th avenue and 14th street or 6th avenue and 23d street) to Jersey City or Cortlandt or Desbrosses street ferries (Broadway, 6th avenue, 8th avenue cars, or subway to former. At the ferry terminus in Jersey City and Pennsylvania R. R. station of Hudson River Tunnel Newark cars are in waiting.

To reach Edgewater (and Fort Lee) take Kingsbridge Express (subway) to Manhattan street, (130th street). Walk or take trolley car three blocks west to ferry house.

ROUTE 1—Newark, Elizabeth, Plainfield, Bound Brook.

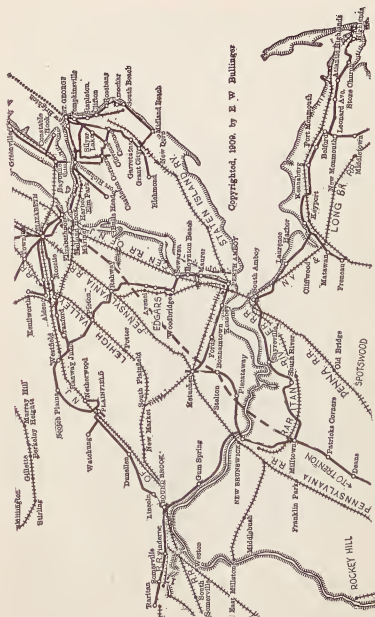
Newark southward to Bound Brook is nearly 28 miles of run, taking two hours and a half and costing 30 cents. (Allow fifty minutes more each way from Jersey City.) Take the car at the corner of Market and Broad streets, Newark, where all cars meet. The route is:

	<i>Time.</i>	<i>Fare.</i>
Newark		
Elizabeth	34 min.	10c.
Roselle	54 min.	10c.
Cranford	1 hr. 8 min.	15c.
Rahway Junction	1 hr. 15 min.	15c.
Westfield	1 hr. 21 min.	15c.
Plainfield	1 hr. 50 min.	20c.
Dunellen	2 hr. 12 min.	25c.
Bound Brook	2 hr. 28 min.	30c.



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TROLLEY MAP OF NEW JERSEY NORTH



TROLLEY MAP OF NEW JERSEY SOUTH

As the Elizabeth car moves off from the Broad and Market street corner down Broad street southward the trolley explorer must not fail to catch a glimpse of two of the most historic and interesting points in all New Jersey. Both are in Broad street, but two blocks south of where the car is boarded, one a quaint and ancient church to the left, the other a business building to the right, three doors below the corner of William street. The latter is the site of the old Presbyterian parsonage, Aaron

Burr's birthplace; the former Newark's famous old First Presbyterian Church.

The plot of ground marked by the church is the spot, literally, where New Jersey began. Driven out of Connecticut by religious oppression, a handful of Blue Presbyterian Yankees from the town of Milford settled here in 1666, upon the invitation of Sir George Carteret. New Jersey did not exist until they came. The town they founded on the edge of the meadow, NEWARK, according to one tradition, was for many a long year only this congregation. Cleverly



THE HISTORIC OLD FIRST PRESBY-
TERIAN CHURCH,
Newark, N. J., over a century old.

ly did these freemen and burgesses manage. The church members made up the town meeting, and the pastor was by far the most important official.

The old burial ground yet remains, with railroad yards en-

croaching upon it. The edifice of to-day is the second church (enlarged); its cornerstone laid in 1787. Its early ministers all became very noted men Abraham Pierson, its second pastor, was afterward President of Yale College. Another of its divines, the Rev. Aaron Burr, father of Aaron Burr, the statesman, went from this pulpit to found Princeton College (in Elizabeth), later moving it to its present site. Dr. Edward Dorr Griffin became President of Williams and Dr. James Richards President of Auburn Theological Seminary.

The Broad and Market Street junction is the old "Four Corners" of Newark, dating from the earliest days of the town. The old church and graveyard by themselves are worth more than a casual inspection, and there is much else to be seen. Down West Park street, close to Broad, a block or so north of Market street, are the rooms of the New Jersey Historical Society, open to the public every day except Sunday.

Here are many extraordinary relics—the old Colonial grants from King Charles the Second to James, and from James to Carteret and Lord Berkeley, a portrait of Aaron Burr and another of Captain James Lawrence, Lawrence's hat and coat, and a marble bust of Pauline Bonaparte by Canova, to name but few. A few blocks further on is the old Training Ground of the settlers, now Military Park.

On the way to Elizabeth, while yet in Broad street, the site of the old Gouverneur Mansion is passed, where Washington Irving stayed with Archer Gifford and wrote his "Salmagundi."

The car also passes (20 minutes' journey away from Broad street corner), just as the meadows are reached, one of the fine chain of Essex County parks, Weequahic Reservation.

Elizabeth is one of the oldest of cities, brimful of Colonial and Revolutionary memories. Princeton College, as has been said, was founded here. Here began the historic King's Highway that ran to Philadelphia. The old First Presbyterian Church in Elizabeth is very nearly as old as is that of Newark, and the Episcopal Church, St. John's, dates back to 1706. Its burial ground has been famous for generations for the graves of notable New York families its few acres contain.

For Elizabeth was for many years a town of Colonial and early American fashion. Its traditions are the highest and the most romantic. It was from Elizabeth that George Washington embarked for New York on the occasion of his inauguration as President. The landing stage was at the foot of Elizabeth avenue, then Water street.

It is flat meadowland until Elizabeth is passed. Then there begins some pretty trolley riding, through the suburban towns of Roselle, Cranford, Westfield, Scotch Plains, Plainfield, up to Bound Brook.

Few prettier residential towns are in existence than Plainfield. A spice of history adds itself to the town's modern charm, since it is known that on Washington Rock, between Plainfield and Bound Brook, Washington stood and watched the British encamped at New Brunswick. There is at least a two mile walk to the Rock from the nearest trolley point, however. By now hilly ground has been reached, and New York is far away. Any trips beyond this will need a long day for their accomplishment.



THE MCKONKEY HOUSE,
In Which Washington Made Headquarters Before
Battle of Trenton.

**ROUTE 2—Bound Brook, New Brunswick, Trenton—
Way to Philadelphia.**

At Bound Brook the New Brunswick car that also runs up in the hills to Somerville and Raritan is to be met. To New Brunswick it is 8 miles, a trip of three-quarters of an hour and a 10 cent fare. At this point begins what may be called the "second stage" of the journey from New York to

Philadelp^hia, leading into Trenton, a run of 31 miles, for 40 cents, or 60 cents excursion fare. The express time is one hour, with the way stops 40 cents. The route leads through a countryside, with no towns of importance on it.

From New Brunswick it is possible to get to South Amboy, in an hour and 20 minutes, 15½ miles, 15 cents, passing through South River. This is the old South Amboy and Jersey coast route. But this summer, probably in May, the trolley bridge between Perth Amboy and South Amboy is to be in operation, cutting off several hours of roundabout trolleying. See Route 3.

ROUTE 3—Westfield, Rahway, Perth Amboy—Short Line to South Amboy.

If promises made early this spring are fulfilled this will be the route in future to South Amboy, and thence to Red Bank, the Atlantic Highlands and the entire Jersey coast down to Sea Girt. It already is extended to Perth Amboy, and a trolley bridge, planned to be finished in May, will carry the traveler on to South Amboy. (See end of Route 2.) Leaving the main line at Rahway Junction and passing through Rahway down to the shores of the Arthur Kill that separates Staten Island from New Jersey, this will be a notable "cut-off" and time-saver. The running time from Rahway Junction to Perth Amboy is an hour and 20 minutes, fare 15 cents. Allow 20 minutes more for passing over the new bridge, including time for making connections, and 5 cents extra fare. This totals one hour and 40 minutes, 20 cents fare, Rahway Junction to South Amboy. By the main line around by New Brunswick (Route 2) it takes 3 hours and 18 minutes (fare 40 cents) to reach South Amboy from Rahway Junction; not counting the extra time needed in making connections.

But the Trolley Explorer must understand, distinctly, that cars are not running over this Perth Amboy-South Amboy bridge at the moment this compilation is being made. For a good part of the summer it may be necessary to take Route 2 to work around to South Amboy. Make inquiries of the Perth Amboy car conductor at Rahway Junction.

This route also leads to Sewaren, famous for its fishing grounds, and Boynton Beach. It connects by ferry with Totenville on the southern end of Staten Island. There are no trolleys to Totenville on Staten Island, but the steam cars may be taken to St. George and then the ferry to New York.

From Perth Amboy there is a connecting trolley line into New Brunswick, through Metuchen—one hour running time, 15 cents.

Rahway is quaint in its older portions. It was known as Spanktown during the Revolution, and there was a scrimmage



there. At Perth Amboy are still the remains of Revolutionary barracks. It is difficult to imagine it, but Perth Amboy was once a rival of New York. There still meet here, holding their meetings once a year, the "New Jersey Society" that claim ownership over New Jersey.

ROUTE 4—South Amboy to Red Bank, Atlantic Highlands, Long Branch, Sea Girt.

A little less than five hours from the quaint old Jersey town of South Amboy sets the traveler down at Sea Girt, after having carried him through one of the most famous regions in all America, that summer land of pleasure, show, elegance, the sea and sport centering around Long Branch and Asbury Park. The trolley cars go amid the heart of it all, and to get the picture and witness the life one does not have to leave his seat. There is scarcely a more interesting long distance trolley ride in all the country.

A Trolley Explorer might easily take a steam train from New York to South Amboy, or Red Bank and make his trolley start from there. Leaving New York in the very early morning and returning late at night, it would thus be possible to "do" this Long Branch trip in its completeness in a single day.

The actual running time from South Amboy to Sea Girt is 3 hours and 45 minutes, but there are many car changes to be made, and five hours had best be allowed for the trip. The detailed schedule is:

	<i>Time.</i>	<i>Fare.</i>
South Amboy		
Keyport	30 min.	10c.
Junction	1 hr. 6 min.	20c.
Red Bank	1 hr. 30 min.	25c.
Shrewsbury	1 hr. 45 min.	30c.
Eatontown	1 hr. 53 min.	30c.
Long Branch	2 hr. 15 min.	40c.
West End	2 hr. 35 min.	45c.
Hollywood	2 hr. 37 min.	45c.
Elberon	2 hr. 42 min.	45c.
Deal Beach	2 hr. 47 min.	50c.
Allenhurst	2 hr. 52 min.	50c.
Interlaken	2 hr. 53 min.	50c.
Asbury Park	3 hr. 3 min.	55c.
Ocean Grove	3 hr. 3 min.	55c.
Bradley Beach	3 hr. 9 min.	60c.
Avon	3 hr. 15 min.	60c.
Belmar	3 hr. 23 min.	60c.
Como	3 hr. 30 min.	65c.
Spring Lake	3 hr. 33 min.	65c.
Sea Girt	3 hr. 43 min.	65c.

Long Branch and Asbury Park present infinite sights of a wonderful summer city on the ocean. An hour's time off the car exploring them would not be wasted. At Ocean Grove are the famous camp meeting grounds of a generation ago. Through all this coast there is much wonderful, costly villa building.

To reach Atlantic Highlands from South Amboy change cars at Junction. Atlantic Highlands is only 27 minutes away, a 10 cent fare. Matawan is to be reached by changing at Keyport. At Red Bank, for Fairhaven and Rumson take the Long Branch car going in the opposite direction from Long Branch. Pleasure Bay is a little separate trip of 6 minutes (5 cents) to the north of Long Branch.

ROUTE 5—Elizabeth to Summit—Denville to Lake Hopatcong.

This is a New Jersey "outside route," detached from all the rest of the network over Central New Jersey, in the future to be one of the greatest rides of all. For it is to run behind the



OLD PRESBYTERIAN CHURCH.
Elizabeth, N. J.

Orange Mountains, through those famous centers of fashionable suburban life and beauty spots—Summit and Morristown—and join Lake Hopatcong by trolley with New York. The starting point is Elizabeth, and the plans are to have it connect with the Paterson trolleys at Singac.

To-day, however, this line is built and in operation only from Elizabeth to Summit (with a spur from Maplewood on the slopes of the Orange Mountains, joining on midway at Springfield), and from Denville to Lake Hopatcong, away up to the northwest. The latter completed strip does not connect with any other trolley line and is only to be reached by train. It is a very popular piece of road locally, though. It extends 20 miles, has a running time of an hour and a half, and the fare is 25 cents.

The Elizabeth, Springfield, Summit stretch is $10\frac{1}{2}$ miles long, its running time 37 minutes, the fare 15 cents, and it is a trip of great novelty. Reach this car by trolley from Newark, at the Morris avenue terminus in Elizabeth. Or go to Maplewood on the Springfield avenue line from Newark



RAHWAY RIVER, SOUTH MOUNTAIN
RESERVATION, Orange, N. J.

and get the Springfield car there. This is much the prettier trip scenically, and it is considerably shorter.

Summit is a town that should be seen by trolley travelers. When this road is completed it will pass through Chatham, Madison, Convent, Morris Plains and Tabor, in addition to Morristown, and will form one of the longest continuous trolley rides in the East.

ROUTE 6—Newark to Irvington, Maplewood, Orange Mountains.

By this line, in 43 minutes from the corner of Broad and Market streets, Newark, the traveler is whirled quickly up into the grandest region of the Orange Mountains, into a section, too, that has become one of the most beautiful residentially—Short Hills. At the route's end, within a comparatively short walk, is South Mountain Reservation, on the ridge of South Mountain, the finest of the chain of New Jersey parks, a region utterly wild, primeval and returned to nature, full of small game and with the last of the hunting lodges that wealthy New Yorkers occupied for generations cleared away. In all the land on the outskirts of New York there is nothing like this.

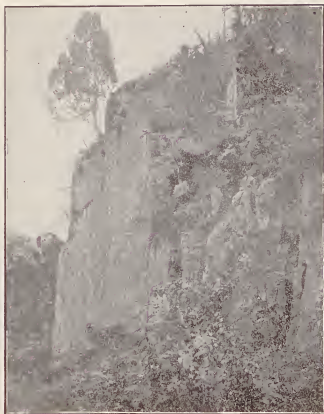
A five cent fare from Newark, Route 5, connects at Maplewood. Milburn is near by. To the east of Springfield (see Route 5) is Union, a little hamlet. During the Revolution it was known as Connecticut Farms. A story is told of the old church that is still standing and its fighting parson, James Caldwell. When the British approached, Parson Caldwell was in the front ranks. The wadding for the charges gave out, and the dominie hurried into the church. He returned loaded down with hymn books. "Give 'em Watts, boys, give 'em Watts!" he called, and he tore the hymn book leaves into shreds that the muskets might be loaded.

ROUTE 7—Newark to South Orange and Maplewood, Connection to West Orange.

A ride of 5 miles through agreeable residential sections of Newark and Orange (fare 5 cents), passing through Vailsburg. Between Vailsburg and South Orange is the famous Seton Hall. At South Orange, a connecting route skirts the mountain side at the end of the valley in a wonderfully fine run of 4 miles to Mountain Station, Orange Valley and West Orange. From this latter point there is a short line to Eagle Rock. From South Orange, where a roadway leads up into South Mountain Reservation, the main line extends at the mountain's foot, in the opposite direction (south-west) into Maplewood.

ROUTE 8—Newark, Brick Church, Orange, West Orange, Eagle Rock.

Probably this is the best route for the trolley tourist who would like to get a comprehensive glimpse of New Jersey suburban life of the highest class. In a journey of 50 minutes (a single five cent fare) the car goes from the "Four Corners"



EAGLE ROCK, Oranges, N. J.

of Newark through many beautiful sections of the "Oranges"—Roseville, Grove Street, East Orange, Brick Church, Orange, West Orange, Llewellyn Park (made famous by Thomas A. Edison, thence up the Valley road to the foot of Eagle Rock.

Eagle Rock is one of the most interesting points in Jersey to visit. It is now a park, a wild "reservation." There is a parkway from it to South Mountain Reservation. From Eagle Rock's summit there is a superb view of New York.

ROUTE 9—Newark to Glen Ridge, Montclair, Caldwell.

Through towns of no less charm than the Oranges the trolley road to Caldwell winds, ten miles from the Market street corner of Newark, a trip of an hour and ten minutes, at a cost of 10 cents. It is not a region of history, but a mod-



SOUTH MOUNTAIN RESERVATION,
From North End, Orange Mountains, N. J.

ern land of the best of residential towns. The upland commences almost before Newark is fairly left behind, and the heavy cars pass through the well known centers of Watsessing, Bloomfield, Glen Ridge, Montclair (with a branch line to Montclair Heights, 3 miles away), Verona and Caldwell.

Verona boasts of one of New Jersey's finest sheets of water—Verona Lake. Caldwell has the honor of having been the birthplace of the late President Cleveland.

ROUTE 10—Newark, Nutley, Passaic, Paterson, Singac.

Paterson is one of the most important of New Jersey cities from a trolleying point of view. It is most readily to be reached on the electric cars these days, for four main lines go direct to it. The traveler has the choice of touring these from Fort Lee, the Christopher and Barclay street ferries, New York, or by this line from Newark. Each route has a different interest. This from Newark is relatively uninteresting for those whose object is purely sight-seeing and the ride.



PASSAIC FALLS, Paterson, N. J.

Newark's "Four Corners" to Paterson's City Hall is 15 miles exactly (fare 15 cents), time an hour and a half. The car passes through the active suburban centers of Riverside, Woodside, Belleville, Nutley, Acquackanonk, Passaic, Clifton and Lakeview, giving an excellent idea of the work and life of three great manufacturing communities.

ROUTE 11—Edgewater (opposite West 130th Street, New York), Fort Lee, Englewood.

That portion of New Jersey that lies just across the Hudson River from Grant's Tomb on Riverside Drive, and is high upon the cliffs opens up rich and unusual opportunities for trolley excursioning. Here is the historic Fort Lee, its site hallowed by memories of Washington; here begin the noted Palisades that make a wall of rock on the west bank of the Hudson for some thirty miles, here starts the new New York

State Park that is to extend up to the Highlands of the Hudson; here is Englewood, one of the most representative of Jersey towns, and, to get into this charming region from the ferry, here is a most exciting, thrilling mile or more of trolley riding up the face of the cliffs. The trolley line that has all these attractions starts from Edgewater at the foot of the Palisade cliffs and just below Fort Lee. Edgewater is to be



PALISADES, near Fort Lee, N. J.

reached by ferry from the foot of West 130th street, New York. Take the Broadway subway express from down town to Manhattan street (45 minutes by this route from New York City Hall to ferry) or Broadway surface car (any car or "L" road in fact that crosses 125th street), changing to a 125th street car westbound to ferry. Ferry takes 10 minutes to cross, fare 5 cents.

The line runs to Englewood, 7 miles, 10 cents, passing

through Leonia, there being an express service that makes the trip in 35 minutes. Up the cliffs there are two distinct routes, one touching Fort Lee, the other going by way of Palisade Park and Morsemere. The tourist should get the experience of the "Horseshoe Curve" on this line. Here, too, is the Palisades Amusement Park.

From the Palisades at Edgewater and at Fort Lee can be had some of the finest views about New York. The Hud-



HORSESHOE CURVE, on the Palisades.

son River is directly below and for miles north shows a magnificent panorama. Fort Lee, within a short distance of which the cars pass, is the site of the Revolutionary fort. There is a fine monument there. It was at this point that Washington, having crossed his Continentals from New York marched them over the hills to Pompton and Morristown.

The Palisades have been taken over for the New York State Park, and their wild beauty is to be retained. Leaving the car at Fort Lee, one can find an excellent entrance and many hours of delightful wandering. This natural park of grandeur can also be very comfortably entered from Englewood. There is a good wagon road leading down the cliffs

to the water, about a mile and a half from the trolley altogether. This park extends along the water front to Piermont.

Englewood is as far as the trolley goes in this section of Jersey. An extension is being projected northward to Tenafly. This will eventually join with a new trolley line that is to be built south from Nyack.

ROUTE 12—Edgewater (Opposite West 130th Street, New York), Edgewater to Hackensack, Paterson.

Follow directions at the beginning of Route 11 as to how to reach Edgewater. This is the most direct and quickest trolley road to Paterson, passing well to the northward of Passaic. It's time is 1 hour and 10 minutes, the fare 20 cents, number of miles traveled 17. The cars follow the tracks of Route 11 to Leonia, then strike west in what is almost an air line. From Maywood to Paterson the cars travel on a private right of way at a speed of 20 miles an hour.

	<i>Time.</i>	<i>Fare.</i>
Edgewater		
Morsemere-Fort Lee	9 min.	5c.
Leonia	22 min.	5c.
Teaneck	26 min.	10c.
Bogota	29 min.	10c.
Hackensack	39 min.	10c.
Maywood	46 min.	10c.
Arcola	50 min.	15c.
Passaic River	59 min.	15c.
Paterson	1 hr. 10 min.	20c.

There is an infinite amount to see along this route by the historian, the nature lover and the naturalist. On the way to Hackensack one should visit the Phelps Estate on Teaneck Ridge, the great property of the late William Walter Phelps, always open to the public, a big farm of fields, pine trees and many walks and drives. Get off at Teaneck or Queen Anne road.

The vast number of different species of birds and flowers in this section of countryside has interested many people. The trolley company operating here has issued a little booklet about them.

Hackensack, though much modernized to-day, is one of the quaintest of old Dutch towns. It was founded in 1640 and named after the Hackensack Indians. It has an old Dutch church, and Washington in his famous journey from Fort Lee along the Polify road is said to have stopped at the present Mansion House.

The nature lover should alight for an hour or two at Saddle River road and explore the Saddle River country just to the west of Hackensack. Saddle River flows into the Passaic. It has a wooded bank that is ideal. There is beautiful scenery, country brooks and a capital chance for canoeing. And New York only an hour away.

Paterson is a remarkable city. See Route 14 for full details of it.

ROUTE 13—Edgewater (Opposite 130th Street, New York), Hackensack, Newark, Connection, Passaic and Paterson.

A fine line from the Hudson River to Hackensack, then south, high up along the ridge between the Hackensack and Passaic Valleys into Arlington and Newark. Very fine views, reaching far over Jersey; an especially attractive trip in the late afternoon. This route runs through the most fashionable parts of Hackensack and over a villa country of charming homes. It passes through Hasbrouck Heights and Rutherford. Time, Edgewater to Newark, two hours, 25 miles, 30 cents fare. The schedule:

	<i>Time.</i>	<i>Fare.</i>
Edgewater	9 min.	5c.
Morsemere-Fort Lee	22 min.	5c.
Leonia	26 min.	10c.
Teaneck	29 min.	10c.
Bogota	39 min.	10c.
Hackensack	52 min.	15c.
Hasbrouck Heights	1 hr.	15c.
Carlstadt	1 hr. 4 min.	20c.
East Rutherford	1 hr. 7 min.	20c.
Rutherford	1 hr. 34 min.	25c.
North Arlington	1 hr. 43 min.	30c.
Kearny	2 hrs.	30c.
Newark		

At Hasbrouck Heights a spur runs over to Lodi and thence into Passaic and Paterson, through Garfield. Time, Hackensack to Paterson, one hour and 9 minutes, 5 miles, 15 cents.

In Passaic the car passes on Sundays through a wonderfully novel sight, a long street of Hollanders who work in the Passaic Mills. Week days they are at work and are not visible; Sundays the women, old and young, are radiant in their finery, brilliant headdresses of yellows, blues, reds and pinks. It is a vivid scene of peasant Europe.

ROUTE 14—Hoboken, Passaic, Paterson.

The "old, original" route to Passaic and Paterson, known as the "White Line Run." Its starting point is most easily reached by means of the Hudson River Tunnel to Hoboken, though either the Christopher or the Barclay street ferry may be taken. This still remains one of the best trolley lines about New York, and the dash down into the Hackensack valley in the first part of the trip has been greatly improved in an engineering way.

Paterson by this route is reached in one hour and 45 minutes. This is a 20 mile ride, and now costs only 20 cents.

This trolley journey presents in rapid succession every variety of scenery. The car travels for nearly half an hour through uninteresting Hoboken and Jersey City Heights. Suddenly it makes a sharp turn. In an instant there is spread out before the traveler the valley of the Hackensack far below him. The car shoots down the straight, narrow turnpike on the cliff's side, a mile and more in length. Here, on the meadows, are Homestead and Secaucus. Then it moves across the flats, a journey of over four miles.

Along the higher ground beyond are the residential sections of Carlstadt and East Rutherford (a car connecting with Rutherford proper, half a mile away.) A little further on, and the line runs through the Passaic country, a beautiful land indeed. There is a fine highway and many charming vistas and scenes. Not a few of these center about the old town of Passaic. Beyond this the cars leave the highway and travel through the fields, romantically, until the outskirts of Paterson come into view. There is a change of cars to be made in Paterson. The Trolley Explorer has now come 20 miles. But he should by no means leave out the final half hour of this journey. He should push on to Little Falls and Singac, a route of surprising scenic beauty, half an hour further along, at a cost of an extra five cents.

Side trips of interest might also be made to some of Paterson's suburbs, to Lakeview, Clifton and Lodi (8 miles, 10 cents more); to Haledon, Riverside and Totowa (3 miles, 5 cents). Both of these lines are to be taken from the Paterson City Hall.

In Paterson the trolley visitor must not fail to see the Falls of the Passaic (the Passyack River in old times), which are nearly 100 feet high. Several sensational jumps have been made off them.

The watershed of the Passaic, a vast and valuable territory of water right, has a fascinating chapter of history all its own. Its possibilities, from a commercial standpoint, were seen more than a century ago, in the days of America's earliest development, by none other than the renowned Alexander Hamilton. Hamilton founded the "Society of Useful Manufacturers," incorporating this body by Act of Congress and giving it a perpetual charter, with complete control over this watershed. This historic corporation is now the East Jersey Water Company, and it has disposed of a portion of its old water rights for an aggregate sum of millions. Under this charter of Hamilton's Paterson very early started her career as a manufacturing city, her silk mills being her first industries.

ROUTE 15—Paterson to Undercliff. A New Road, Eventually to Suffern.

The newest Jersey trolley road, now partly under construction. It taps the noted Saddle River country, and early this summer, it is announced, a short section will be in operation, from Paterson to Undercliff, through Ridgewood, seven miles to the north. It will extend about the same distance further on, up to Suffern, within reach of Tuxedo. These new road builders plan a line from Paterson into New York, through Passaic and Rutherford, connecting with the Hudson River Tunnel.

ROUTE 16—Hoboken to Hackensack, Bergen Turnpike Road.

For pleasure touring this line has few points of interest. It may be reached by the West 14th street ferry from New York. From Hoboken the road runs over the old Hackensack (Bergen) turnpike into Hackensack, crossing Overpeck Creek and the Hackensack River, passing through Fairview, Ridgefield and Little Ferry. Fare, 15 cents, one hour and a half.

ROUTE 17—Hoboken to Fort Lee.

Take the Union Hill car from Fourteenth street ferry, Hoboken, (5 cents), changing at Fourth street and Broadway to the Fort Lee car (10 cents additional).

The excuse of this route, not especially attractive to travel over it itself, is that it offers several interesting sights for the trolley tourist. Fort Lee may be far more conveniently reached, in other ways. But along this Hoboken shore there are several points not to be missed.

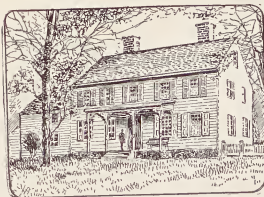
The first two of these lie close together—Castle Point, the residence of the famous Stevens family, engineers and fashionables of New York for generations; and the great Stevens Institute, one of America's foremost scientific schools. Castle Point may be readily seen from the river, from any of the uptown ferry boats, the one distinctive object on the Jersey shore, perched commandingly and grandly on a bluff at the water's edge. The Stevens Institute is close to the Castle.

These should be visited, to be exact, before the Union Hill car is taken. At the Fourteenth street ferry board a Washington street car. This car goes around to the Jersey landing of the Barclay and Christopher street ferries, and either of these ferries could be taken to reach these buildings. They lie half way between the two ferries. Any conductor can indicate the cross street at which to stop.

Returning to the Fourteenth street ferry and taking the Union Hill car the traveler should get off at Highwood Park. A short distance from the highway upon which the cars run is the historic monument to Alexander Hamilton, killed on this spot a century ago in his duel with Aaron Burr. All this high ground is Weehawken Heights; Guttenberg lies just to the north of it. A walk to the edge of the cliff at Highwood Park will disclose a magnificent view of the river and of New York City.

ROUTE 18—Weehawken (42d Street Ferry, New York), Fort Lee and Coytesville.

This route's interest is that in its seven and a half mile run from Weehawken it takes the Trolley Explorer into a still wilder region at its northern end—at Coytesville. Between Fort Lee and Coytesville there is fine trolleying. Fare from Weehawken, 10 cents. The line passes through Union Hill and Hudson Heights, also Highwood Park. See Route 17.

ROUTE 19—Jersey City to Bergen Point.

WALLACE HOUSE, Somerville, N. J.

tourist could make a nice little trip by crossing to Port Richmond, thence a trolley car to St. George, then back to New York by ferry.

Take car in Jersey City, from starting point of Newark cars. A nine and a half mile run, one hour, 5 cents. Goes through Greenville and Bayonne. At Port Richmond ferry connects with boats to Port Richmond, Staten Island. The



New York's Sights.

New York's sights are so numerous that only a special guide book can adequately give them for the Trolley Explorer. But here are some suggestions:

The city has five boroughs—Manhattan, Brooklyn, Queens, the Bronx, Richmond, Staten Island. What to see in the Bronx is told in the Bronx chapter, in Richmond in the Staten Island chapter, in Queens in the Long Island chapter. There remain Manhattan and Brooklyn.

See in Manhattan surely, among other things, Wall Street, Old Trinity Church, Stock Exchange, Produce Exchange,



PLYMOUTH CHURCH, Brooklyn.

lower Broadway and the "skyscrapers" of the financial district, Printing House Square, City Hall, Cooper Union, Washington Arch, Fifth avenue, Upper Broadway (23d street to 46th street) the "Great White Way," Metropolitan Opera House, Central Park, Columbus Monument, Grace Church, St. Patrick's Cathedral, New Theater, Waldorf-Astoria Hotel, Knickerbocker Hotel, Hotel Astor, Chinatown, Jewish Quarter (the Ghetto), Madison Square Garden, Dr. Parkhurst's Church, New York Public Library, Metropolitan Museum of Art, American Museum of Natural History, American Geographical Society, the Speedway.

See in Brooklyn, surely, Coney Island, Prospect Park, the Navy Yard, Brooklyn Museum of Arts and Sciences, Soldiers' and Sailors' Arch, Greenwood Cemetery, Calvary Cemetery, Plymouth Church, Masonic Temple, the Brooklyn Eagle building, Academy of Music, Martyrs' Monument, old Brooklyn Bridge, Packer, Polytechnic and Pratt Institutes. Holy Trinity Church.



PRES. TYLER'S OLD HOMESTEAD,
On Staten Island.

Staten Island.

Every trolley trip on Staten Island is a 5 cent one. The Staten Island lines are short, five to seven miles being the maximum, and only the northern half of the island is covered with them.

All cars start from St. George, the Staten Island ferry landing from the Battery (foot of Whitehall street, Manhattan, reached by Subway, all "Ls," Broadway, Sixth and Eighth avenue surface cars.

Staten Island has some extremely pretty scenery, both shore and interior. The most of the lines skirt the northern shore. There is a fine inland trip to Richmond, the county seat.

ROUTE 20—St. George to Howland Hook.

A little trip of six and a quarter miles, taking 45 minutes (fare 5 cents) along the Bay and past Bergen Point, then along the lower shores of Newark Bay. A prepossessing journey along the water. The points passed through are New Brighton, Sailors' Snug Harbor, Livingston, West New Brighton, Port Richmond—ferry to Bergen Point (5 cents across)—and Mariners' Harbor. At Howland Hook and Holland Hook on the Kills there are ferry connections with Elizabethport, N. J.

Sailors' Snug Harbor is one of the great sights of New York, the refuge for old seamen. From this car one gets the best of views of New York Harbor, and the Standard Oil plant at Bayonne.

ROUTE 21—St. George, South Beach, Midland Beach, Richmond.

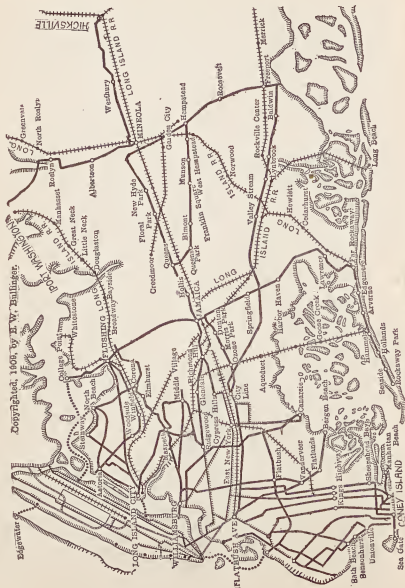
This Staten Island tour offers, if all connections are made without delay, a splendid series of pictures, in the space of one hour, of Staten Island's South Shore, the Upper and Lower Bay and Narrows of New York, Fort Wadsworth, and the ever popular beaches, South and Midland, and thence across into the country by way of New Dorp and Grant City, into the island's very center, along a charming rural road, into Richmond, the sleepy county seat.

Old Commodore Vanderbilt is buried at New Dorp. At its commencement this tour, which takes in portions of four lines, skirts the Bay much of the way down, passing Tompkinsville, Stapleton, Clifton, Rosebank, Fort Wadsworth and Arrochar. South Beach and Midland Beach are rivals of Coney Island. Nine and a half miles is the distance of this excursion, and its cost will be 20 cents. It would be possible to take a short cut inland to New Dorp.

ROUTE 22—St. George Inland to Port Richmond.

Route 20 is a water scene line, this strikes inland, running from St. George to Port Richmond. Some of the cars run along the Richmond turnpike to Clovena on the Clove road, others keep on the old tracks around by Concord. Tompkinsville, Clovena, Castleton Corners, Prohibition Park and Westerleigh are points touched by both lines. Silver Lake, the new Staten Island Park, is on the first named line. The Clove road is very fine scenically.





Long Island.

Coney Island is the most popular point of trolleying on Long Island. It has many direct routes to it. The bulk of Long Island trolleying outside of this centers at Jamaica, best reached by "El" trains from the Manhattan end of the Brooklyn or the Williamsburg bridges. Change from these trains at Cypress Hills, Brooklyn, to Jamaica cars. To points on the north side of the island up to Flushing board cars on the New York end of the Queensboro Bridge, East Fifty-ninth street.

ROUTE 23—New York, Through Borough of Brooklyn, to Coney Island.

Fares, 10 cents. 11 to 12 miles. 47 to 50 minutes.

Choice of the following lines:

Thirty-ninth street (Brooklyn) ferry, from foot of Whitehall street, Manhattan. Trolley car. Through Dyker Heights, (Bath Beach, Bensonhurst, Ulmer Park.

From Manhattan end of Brooklyn Bridge. Electric train. Old "Sea Beach Line." Fifth avenue "L" tracks. Passes through Gravesend.

From Manhattan end of Brooklyn Bridge. Electric train. "Culver Line." Through Parkville and Gravesend. Passes Brooklyn Jockey Club.

From Greenpoint ferries (West 23d street, Manhattan). Trolley car. Lorimer street, Tompkins avenue, Rogers avenue, Church avenue, Culver line.

From Manhattan end of Williamsburg Bridge, Delancey street. Trolley car. Reid avenue, Rogers avenue, Church avenue, Culver line.

From Manhattan end of Brooklyn Bridge. Electric train. "Brighton Beach Line." To Manhattan Beach and Brighton Beach, also. Passes through Sheepshead Bay. Is known as the "crack way" to Coney Island. Connects with surface lines at Prospect Park.

From Manhattan end of Brooklyn Bridge. Trolley car. Smith street and Coney Island avenue line. Franklin avenue cars transfer to it.

From Hamilton avenue ferry (Whitehall street, Manhattan) Trolley car. Fifteenth street line.

From Manhattan end of Brooklyn Bridge. Trolley car. Union street line.

From Manhattan end of Brooklyn Bridge. Trolley car. Vanderbilt avenue line.

From Manhattan end of Brooklyn Bridge. Electric train. "Bath Beach and West End Line." Through Borough Park, New Utrecht, Bath Beach.

From Broadway ferry (West 23d st). Trolley car. Ocean avenue line. Sheepshead Bay, Manhattan Beach. Connection through Coney Island to Sea Gate (Norton's Point). Entire trip, one hour, 13 minutes.

ROUTE 24—New York to Fort Hamilton, Bergen Beach, Canarsie.

Fort Hamilton—Through Brooklyn from Manhattan end of Brooklyn Bridge. 5 cent fare.

The way leads through Bay Ridge, down Third avenue. There are fine views of New York Bay and the Narrows. Fort Hamilton, the terminus, is $8\frac{1}{2}$ miles from New York City Hall. The old fort is one of the most interesting of American fortifications. It is a somewhat ancient stone fortress strengthened with modern earthworks. Its military reservation contains 96 acres. Opposite it, out in the Lower Bay, is Fort Lafayette, used for political prisoners during the Civil War.

Bergen Beach—Through Brooklyn, from Manhattan end of Brooklyn Bridge. Flatbush avenue car, or from Manhattan end of Williamsburg Bridge, Nostrand avenue car. 5 cent fare, transferring to Flatbush car.

Canarsie—Three ways. Through Brooklyn. One is by "L" train from the Manhattan end of the Williamsburg Bridge. Another is by the Hamburg avenue car from the Manhattan end of the Williamsburg Bridge. This route passes along Rockaway avenue, through the famous Jewish section of Brownsville. The third way is by Church avenue car from the Thirty-ninth street ferry, changing at Church and Rockaway avenues. All these are 5-cent fares.

Canarsie is a good pleasure point. It is four miles from East New York (Brooklyn's Twenty-sixth Ward), and is a fine place to start from for a fishing trip on Jamaica Bay. It has taken on not a little of the life of Coney Island, on a smaller scale.

ROUTE 25—New York, Through Queens Borough to North Beach, Flushing and College Point.

See also last paragraphs of Route 32.

To get to North Beach, Flushing, or any other point on the near-by north shore of Long Island from New York, the best method is to take a car at the Manhattan end of the Queensboro Bridge. Cars still run from the old Long Island City terminus (34th street ferry), but the new starting point has every advantage in the way of convenience and provides, besides, a fine ride at the commencement of each trip over New York's newest and in many ways her most beautiful bridge. This bridge is the cream of the bridges of the East River for sight-seeing and passes over the famous Blackwell's Island, home of the city's criminals, and most picturesque.

All Manhattan trolley lines bound up or down town transfer or connect with the Fifty-ninth street cars, which, in turn, meet those going across the bridge.

In addition to North Beach, Flushing and College Point cars here carry the traveler to places of lesser interest in a touring way—Astoria, Steinway, Dutch Kills and Ravenswood. From Thirty-fourth street ferry (it does not go over the Queensboro Bridge), there is a line that, moving "cross-town" through Queens Borough, touches the most of the big cemeteries of Brooklyn and its environs (except Greenwood Cemetery, which is best reached by the Fifth avenue "El" from the Manhattan end of the Brooklyn Bridge)—old Calvary Cemetery, Laurel Hill Cemetery, Mount Zion Cemetery, Mount Olivet Cemetery, Lutheran Cemetery.

North Beach, a miniature Coney Island, on Bowery Bay, is a $4\frac{1}{2}$ mile run, 5 cent fare, made in half an hour. There are "fast line" services to Flushing and to College Point direct through Long Island City after the Queensboro Bridge is crossed, then through Woodside, Winfield, Elmhurst and Corona and over the meadows into Flushing. The journey is to be made from Manhattan in a little less than an hour, the fare is 5 cents, the distance between 8 and 9 miles. Flushing and College Point (the latter on Long Island Sound) adjoin. Here, also, is Whitestone.

Out from Long Island City these days, or out from Brooklyn, there is little left of the old Dutch, or even the more modern farms. A moderately aged mansion is, indeed, a rare

ity. There are acreages of new towns. Even Newtown, the old village, has become Elmhurst, the new. On the North Shore the meadows must be crossed, and the limits of Flushing reached before there is very much of picturesque moment or historic association.

Once in Flushing, however, the car is sure to be left behind, and an hour profitably spent. The historic is here, in rich profusion. For this is a stronghold of the Quakerdom



FRIENDS MEETING HOUSE, Flushing.

of the far distant past. Few towns in New York state have more associations. Flushing goes back in its founding to 1643, and was first called Vlissenden. Its settlers were English refugees who had fled into Holland to escape the Quaker persecution, and two memorials of these old-time "Friends" yet remain sturdy in their wooden frames. One is the Bowne Mansion (built in 1661), on Bowne avenue, the other the Friends Meeting House (built in 1695), on Broadway, both but a short walk from the trolley car. They are in a well nigh perfect state of preservation. Another fine landmark of the town is St. George's Church, built back in 1746, and there are fine nurseries here, noted for their roses, that date back to 1729.

ROUTE 26—*Brooklyn to Flushing.*

It is a long way from Brooklyn into Flushing. From Brooklyn it is advised that the Trolley Explorer come across the East River into the Manhattan Borough of New York by subway to Columbus Circle (59th street), and then go over to the Queensboro Bridge in a 59th street car, taking Route 25. It will be a much pleasanter trip. But there is a route from Brooklyn, and this is it.



GARRETSON HOMESTEAD, FLUSHING. ERECTED 1650.

Take Myrtle avenue "L" train at any point (it starts from the Manhattan end of the Brooklyn Bridge), changing at Fresh Pond road. Here there is a trolley car direct into Flushing, through Maspeth, Elmhurst, Corona. Time, an hour and five minutes from the Bridge; 10 cents fare.

It is also possible to take a Grand street car in Brooklyn (Williamsburg) and pick up this Flushing trolley line at Maspeth.

This is not at all an interesting route, however, scenically.

ROUTE 27—Manhattan, Brooklyn and Flushing to Jamaica.

The central point for Long Island's suburban trolleys, Jamaica, is to be reached in several ways. From Manhattan or Brooklyn the simplest and quickest method is by "L" lines to Cypress Hills, or to Wyckoff and Myrtle avenues, the ends of both "L" lines in Brooklyn, thence trolley to Jamaica. A 5 cent fare.

To get to the former changing point take Lexington avenue "L" line from Manhattan end of Brooklyn Bridge or Broadway "L" line from Manhattan end of Williamsburg Bridge.

To get to Wyckoff and Myrtle avenues, take Myrtle avenue "L" line from Manhattan end of Brooklyn Bridge or Broadway "L" line from Manhattan end of Williamsburg Bridge.

Each of these "L" lines can be taken from Brooklyn direct, as convenient.

The Cypress Hills to Jamaica line passes through Woodhaven and Richmond Hill, the Wyckoff and Myrtle avenue line through Ridgewood, Glendale and Richmond Hill. The two lines connect at Richmond Hill and come into Jamaica



SCHENCK HOMESTEAD, HIGHLAND PARK.

on the same tracks. Time from Manhattan, 65 minutes by first line, 47 minutes by second.

From another section of Brooklyn (East New York) there is yet another trolley into Jamaica. This starts from the terminus of the Fulton street "L" at Grant avenue (this "L" begins at the Manhattan end of the Brooklyn Bridge). Not at all an attractive, but still a good route. A 10 cent way to Jamaica instead of 5. 21 minutes from Grant avenue, where the trolley car is taken, into Jamaica. Route leads through Ozone Park, Morris Park and Dunton, keeping on through Jamaica to the Belmont Park racetrack.

Flushing, over the hills, the "ridge" of the island, into Jamaica, is a fourth way. These cars connect with the Flushing cars of Route 25 and furnish a fine and long trip from Manhattan. Flushing to Jamaica is 35 minutes; 5 cents; 6¼ miles.

In Jamaica, on Fulton street, the Plank road and the "old highway," but a few years ago marked by a tollgate a mile west of the town, the Flushing or the Far Rockaway car is to be taken. But a couple of blocks west of the changing point is a mansion of much historical importance. This is the King Mansion, now named King Manor, where once lived Rufus King, farmer, gentleman, essayist, Minister to England and statesman, and later his son, General John A. King, Governor of the State of New York.

The King Manor is now city property, and its grounds are known as King's Park of Jamaica. A fine collection of ancient furniture and ornaments has been gathered for its rooms.

Pettit's, formerly "Jim Remsen's House," is one of the landmarks that has recently gone. For fifty years one Jim Remsen stood behind his bar, and he is known to history to-day as the "father of Rockaway," having bought that beach when it was merely a waste strip of land. To the east, along Fulton street, a mile away, at Hollis, is a hotel that has a Washington legend about it. Hollis is certainly, however, historic, for it was here, after the Battle of Long Island, that General Nathaniel Woodhull was made prisoner. The townspeople speak of the spot as "the battle-ground," and it is known as Woodhull Park.

ROUTE 28—Brooklyn to Freeport.

This is one of the famous suburban trolley routes of Long Island, and the most interesting of all the trips the Island has to offer. Freeport is an hour and a quarter away from

Brooklyn, a 20 cent fare and 15 miles out. From it one can get quickly to Hempstead, Garden City, Mineola, and from there to Hicksville to the east, Roslyn and Port Washington to the north, Jamaica to the west.

This opens up possibilities of a fine round trip tour, coming back by way of Jamaica. This great trolley loop is 35 miles in length; it would take a little more than three hours to go over it; fare, 45 cents.

Freeport is one of the most rapidly developing summer resorts of Long Island. The famous Merrick Road runs through it and there is excellent boating and fishing near at hand. It is a town of much spirit as well as a summer settlement. But an hour out of New York by train, it is much visited. There are several capital hotels in addition to the many private houses. For the convenience of boating and yachting people a canal has been cut through from the Bay well inland. Across the Bay is Long Beach.

This is not an interesting trolley ride for its first five miles out of Brooklyn. Half built up outskirts of the city succeed one another for a long time. Then the route commences to be charming. All along here is the splendid South Shore of Long Island.

Before very long now trolleys will creep along the shore far beyond Freeport, down at least to Amityville and Babylon. But at the immediate moment, on the South Shore, Freeport is the farthest point reached from the city by trolley.

This route begins at the terminus of the Fulton street "L" (Grant avenue). The Fulton street "L" runs from the Manhattan end of the Brooklyn Bridge. In detail it is:

	<i>Time.</i>	<i>Fare.</i>
Grant Avenue Brooklyn		
Woodhaven	1 min.	5c.
Ozone Park	5 min.	5c.
Springfield	23 min.	5c.
Rosedale	31 min.	5c.
Valley Stream	40 min.	10c.
Lynbrook	45 min.	15c.
Rockville Centre	55 min.	15c.
Baldwins	1 hr. 5 min.	20c.
Freeport	1 hr. 15 min.	20c.

ROUTE 29—Freeport to Hempstead, Garden City, Mineola.

Into Hempstead from Freeport is half an hour and 5 cents, to Garden City it is 8 minutes and 5 cents more, Mineola is

7 minutes further on and no more fare on the through trip. The three towns are very close together. Each spreading out toward the other they form a close approach to one big suburban city.

Here is one of the finest centers of Long Island, best worth visiting. Each of the three towns is worth the most careful inspection.

Hempstead is one of the most fashionable of Long Island's suburban colonies, and is close to the quarters of the Meadow Brook Hunt. It has many very beautiful country houses. The town was the very first settlement made in Central Long Island, in 1643. In its famous church, St. George's, there is a communion service presented by Queen Anne early in the Eighteenth Century to the old parish.

Garden City has a very beautiful Protestant Cathedral, a famous boys' school and a large hotel that is a fashionable winter resort. It was made on the "barrens," and was the creation of the merchant, A. T. Stewart.

Mineola is the county seat of Nassau County and possesses an interesting Court House and jail built of cement, "poured," but resembling stone. Here there is a great agricultural fair and horse show each fall.

All this countryside is the scene of unlimited motor car touring. The renowned Long Island Motor Parkway starts just to the east of here. To the north and northeast, up on the hills and along the Sound, are a chain of superb country estates.

ROUTE 30—Jamaica to Far Rockaway.

A picturesque journey to the sea, from Jamaica's center. It starts at Fulton street, Jamaica, and runs almost due south, over meadows, through a region of many beautiful homes, and finally into a genuine city by the sea—Far Rockaway.

At Far Rockaway, 45 minutes, 10 cents, from Jamaica (connecting at Jamaica with the car from Flushing) this trolley connects with the electric train for all the Rockaways, to the west—Edgemere, Arverne, Rockaway Beach and Rockaway Park.

Beyond Jamaica over the Rockaway Turnpike the trolley tracks strike the Merrick Road (afterwards the Great South Shore road), here at its beginning. It passes the Metropolitan Race Track, between Jamaica and Springfield. Skirting a

quaint old farming country it passes through fashionable Lawrence, within sight of yet more fashionable Cedarhurst.

Not much remains that is old in this region, though there are still memories of the Marine Pavilion of half a century ago, renowned among New Yorkers as a hostelry, later destroyed by fire. The Rockaways were settled during the cholera scare of the forties when a good part of New York ran to the beach and slept in tents. At Cedarhurst there is the house and polo field of the famous Rockaway Hunt.

ROUTE 31—Jamaica to Mineola and Hempstead.

Two trolley lines run from Jamaica into Mineola and Hempstead; $9\frac{1}{2}$ miles, 15 cents. Both run through Queens, near which is Creedmoor. The Mineola line is the newer, over the Jericho Turnpike. It makes the run in 43 minutes, touching also Floral Park.

ROUTE 32—Mineola, East to Hicksville, North to Roslyn and Port Washington.

East to Hicksville, through Westbury (6 miles, 25 minutes, 10 cents), and north and west to Roslyn and Port Washington (10 miles, 55 minutes, 10 cents), out from Mineola, one of Long Island's newest trolley routes is spreading. Thus far it provides only two very brief little rides through this region of rich people and great country estates. Both journeys open up very pleasant and interesting scenes to the explorer, and should certainly make part of any extended Long Island trolley touring.

At Roslyn is Hempstead Harbor, with Harbor Hill (said to be the highest point on Long Island). Here is the old home of William Cullen Bryant, the poet, and the magnificent new country seat of Mr. and Mrs. Clarence H. Mackay.

Port Washington has, among other features, Howard Gould's famous castle on the Sound.

But this is a small part of what this trolley system is to be. Eventually, it is to extend from Flushing and Whitestone to Hicksville. Nor does it seem that this is so far off. By July 1st three new extensions are promised to be in running order:

Roslyn to Manhasset—2 miles.

Flushing to Whiteside—3 miles.

Flushing to Bayside—5 miles.

This will leave a "gap" of four miles only from Bayside to Manhasset.

ROUTE 33—Huntington to Farmingdale and Amityville.

Huntington 'cross Long Island to Amityville is a trolley road that has been welcomed with vast enthusiasm and was "dedicated" with great ceremony. It connects with no other road, and yet as the first north to south Long Island trolley road, from Long Island Sound to the Great South Bay, is of immense importance, and the future backbone of a great system.

It joins two famous and prosperous Long Island towns, and makes a fine ride.

Time, shore to shore, 1 hour and 15 minutes, 18 miles, 30 cents fare.

ROUTE 34—Sea Cliff to Glen Cove.

Sea Cliff, at the harbor (Hempstead Harbor), through the Village of Sea Cliff to Sea Cliff station, Glen Cove station, Glen Cove landing; $4\frac{3}{4}$ miles, 25 minutes, 10 cents.

A purely local line that has no other trolley connection.

These towns lie between Mineola and Oyster Bay.

ROUTE 35—Northport.

A local line, Northport station to the harbor; 14 minutes, 8 cents, $2\frac{3}{4}$ miles. No connections.





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TROLLEY MAP—THE BRONX AND WESTCHESTER.

The Bronx and Westchester

Bronx Borough of New York is that part of the great city which lies north of the Harlem River. Many miles of trolley car tracks gridiron the streets, and there are many pleasant rides, despite the fact of the phenomenal building operations. Amid this remarkable building, a city growing like mad, there have been left innumerable vistas. There are great parks, including one on the shores of the Sound, a Zoological Garden, a Botanical Garden, a noted cemetery—Woodlawn—bridges, great driving highways. Much of Bronx Borough is very diversified, in spite of its many buildings. Except in its eastern section, it is all up and down hill.

To-day the best way to explore Bronx Borough by trolley is to leave out altogether its lower part, and enter it from the end of the subways—leaving the Broadway expresses at Kingsbridge, the Lenox avenue expresses at West Farms (a 5-cent fare to either point), each about an hour from the New York City Hall.

Westchester above the Bronx is a succession of charming scenes. A series of small cities, big towns, attractive suburbs, great country estates is to be passed through, whatever route is taken.

ROUTE 36—Kingsbridge to Yonkers.

Kingsbridge, on the Harlem River, just before it reaches the Hudson, a place full of historic memories, now an important section of busy, bustling New York, is one of the choice points to start from for trolley traveling in Bronx Borough. Kingsbridge is the quick and pleasant route into Yonkers, a trip of $3\frac{3}{4}$ miles, 19 minutes, 5 cents.

Take Broadway Subway from New York City Hall (or anywhere) to 242d Street, the terminus. Here is Van Cortlandt Park, next to Central Park, probably the greatest of New York's pleasure grounds. Here also is the famous Moshulu Parkway that joins Van Cortlandt and Bronx Parks, and is part of the splendid chain of Bronx parkways that the trolley traveler should surely get a look at. The trip to Yonkers, up South Broadway, is one of the notable rides to New York's north. Riverdale is passed through, with its fine homes.

The historic features of this locality are well worth recalling. Frederick Phillipse, in 1693, received a royal grant from William III of England, authorizing him to put a toll bridge over the Spuyten Duyvil Creek. This was the "King's Bridge," and over it the old Albany Post Road (now Broadway all the way from the Battery to Albany) ran.

Van Cortlandt Park has in its 1,132 acres, a golf course and a superb field for drills of the National Guard. In winter its lake becomes a famous skating ground.

No bit of land about New York, perhaps, is so hallowed by Revolutionary memoirs, unless it be Battle Pass in Prospect Park, or Harlem Heights. It was until a few years ago, the Van Cortlandt Estate. Three points of note mark it; one, the Van Cortlandt Manor House, a highly interesting colonial dwelling, built in 1748, and still in a fine state of preservation. Some years ago it was made into an exhibition house of colonial relics. Another memory of a long distanced past is the old saw mill of Revolutionary date, a ruin. But a mile away from these is Vault Hill, a burial ground where Washington lighted his fires to deceive the British (who were across Spuyten Duyvil Creek), while his troops were quietly crossing the Hudson.

In Mount St. Vincent, not far away, there is standing, now part of the Convent of St. Vincent, the Edwin Forrest Castle, of gray silican granite, with 6 octagonal towers. Forrest, the tragedian, built it with the view of founding a school of acting—a plan that was never carried out—and named it Fonthill Castle.

ROUTE 37—Kingsbridge Southeast to 149th Street and Third Avenue.

From Kingsbridge runs another trolley line, of not much less importance, bearing to the southeast. Its time is 42 minutes, its fare 5 cents. This also starts from the Broadway subway terminus (242d street), and gives an excellent idea of some of the prettiest portions of the Bronx as it is to-day. It goes through the old town of Fordham, passing the big Jerome Park Reservoir, once the site of a race track of the same name, and crosses Jerome avenue, years ago the famous trotting speedway of New York, where Commodore Vanderbilt and Robert Bonner drove.

ROUTE 38—West Farms to Mount Vernon.

If Mount Vernon be the desired point to reach, the traveler can do no better than to go at once to West Farms on a Lenox avenue subway express. From far downtown Manhattan this will take close to an hour. The subway fare is 5 cents, and this is the terminus of the east branch. Mount Vernon from here is 40 minutes ride, and 10 cents fare.

Directly at West Farms is one of the best entrances to the New York Zoological Park. The noted and romantic Bronx River is also here, and, within an easy walk, the old Lorrillard Mansion. To get to this latter get off at the Lorrillard Entrance to Bronx Park on this line, a mile and a quarter up.

This is a fine ride through a territory that has rapidly developed, but yet has kept many of its country aspects. The road leads through Williamsbridge and Bronxdale. About Williamsbridge there is a picturesque Italian settlement.

The Zoological Park at the starting point of this route is one of New York's most entertaining sights to-day. It is, after many years, just commencing to have its ideals realized. Under W. T. Hornaday, its director, many splendid buildings have been built and ranges fenced in. So far as is possible the animals are not kept caged indoors, but in what closely approaches a state of nature. Thus there are "dens" for bears and foxes, open air cages for lions, a vast flying cage in the open for birds. To-day it is the most wonderfull zoological exhibit in the world.

ROUTE 39—Bedford Park to Yonkers and Mount Vernon.

Another way for the traveler to get into this Bronx territory expeditiously and see the best there is to be seen without spending time in passing over miles of relatively uninteresting city streets is for him to take a steam train from the Grand Central Station (42d street), Manhattan, to Bedford Park. From Bedford Park trolleys run to both Yonkers and Mount Vernon, to the former a 10 cent fare, $6\frac{1}{2}$ miles, 39 minutes, to the latter, a 5 cent fare, $4\frac{1}{2}$ miles, 30 minutes.

At Bedford Park, where these lines begin, is the entrance to the New York Botanical Garden, with its administration building and special museum, its conservatories, its plantations, its hemlock grove and its many walks for lovers and others in



PHILLIPSE MANOR HOUSE AND SOLDIERS MONUMENT.
YONKERS.

upper Bronx Park, of which it forms a part, another of the really great sights of the metropolis. Nathaniel L. Britton, its director, has made it one of the foremost botanical gardens anywhere.

The Bedford Park-Mount Vernon ride, from Williamsbridge on, that is, north of Bronx Park, duplicates the West Farms-Mount Vernon journey. To Yonkers from Bedford Park is a delightful ride. This is the trolley way to Woodlawn Cemetery, renowned resting place of New York's dead for two generations. The route bears to the northwest, and it is picturesque, traveling over a fine countryside.

ROUTE 40—Harlem River to Mount Vernon or Yonkers.

Those who enjoy trolley traveling through city streets as the first stage of a trolley journey, can reach Mount Vernon and Yonkers direct from the Harlem River. Two of these lines start from 129th street and Third avenue (take Third avenue "L" road), the third from 155th street and Eighth avenue—

McComb's Dam Bridge (to be reached by Sixth and Ninth avenue "L" trains).

The two lines from 129th street go up Third avenue, Melrose avenue and Webster avenue, and Third avenue, Fordham avenue and Webster avenue. At Pelham avenue in old Fordham, where the Pelham Parkway begins, leading into Pelham Bay Park (there is no trolley that runs to this, however), is another approach to the Zoological Park (see Route 38). The two roads pass the Botanical Garden and Woodlawn Cemetery, cars to be changed at city line. To city line from Harlem River 5 cents, about 40 minutes. To Mount Vernon or Yonkers 10 cents more.

The line from 155th street crosses McComb's Dam Bridge and goes up Jerome avenue to city line, thence to Mount Vernon or Yonkers; 10 cents from the Harlem River to either point. This road passes between Woodlawn Cemetery and Van Cortlandt Park. It traverses Jerome avenue (see Route 37) from beginning to end. Time to either Yonkers or Mount Vernon about an hour. Cars to be changed at city line.

ROUTE 41—Harlem River to Classon Point, Westchester, Fort Schuyler.

Classon Point and Fort Schuyler (on Throg's Neck) are the chief points of attraction over in the easterly part of Bronx Borough. Both are on the Sound and in the midst of a delightful shore. Though building is steadily creeping out in this direction, these regions are not as yet spoiled for trolley excursioning. Here also is the old village of Westchester. All this countryside is worth a visit, a full afternoon. The trolley goes directly down to Classon Point. It only runs a little ways beyond the village of Westchester down the Fort Schuyler road, and some pedestrianism or carriage riding is necessary if one would reach the Fort.

Take the Westchester avenue car at 129th street and Third avenue (Harlem River). Fare 5 cents; 5 miles, 32 minutes to Classon Point, $5\frac{1}{2}$ miles, 35 minutes to Westchester. The route lies up Third avenue to 149th street, then along Westchester avenue northeast into Westchester, the Classon Point line branching off at about 170th street. From Westchester another line goes westward to 177th street and Third avenue (Tremont), passing the New York Catholic Protectory and Van Nest railroad station ($3\frac{3}{4}$ miles across). The route is

over West Farms avenue. This car touches the West Farms station of the Lenox avenue subway.

Fort Schuyler, one of the chief of the Sound fortifications in New York, with always an interesting garrison on its reservation, lies at the very end of Throgs Neck (named by the Indians "Quinshung"). Quinshung was settled in 1642 by John Throgmorton who came here with thirty-five Baptist families under the leadership of Roger Williams, from Rhode Island and the Providence Plantations.

ROUTE 42—Van Nest Station to Bartow and City Island.

Only partially a trolley trip, and yet it must be taken, for much of the very best and most beautiful of suburban New York. At Van Nest railroad station (see Route 41) take train to Bartow. Van Nest is on the New York, New Haven and Hartford Railroad, and steam cars could quite as well be taken to Bartow direct from Grand Central Station (42d street).

At Bartow, which lies in Pelham Bay Park, there is a trolley line through the park and over City Island; 10 cents, 3 miles, 30 minutes.

Almost every inch of this ground has its story of American history. This is truly Revolutionary and Historic old Westchester, for all this region was Westchester, just as the country now north of it is before the city took it for its outlying wards, eventually making it into Bronx Borough.

Here, during the Revolution, was a hotbed of Tories, organized under the name of the "Tory Westchester Light Horse." Colonel De Lancey headed this troop. Westchester Creek was the center of many a conflict. These were the "Cowboys" of history.

Thomas Pell was the first lord of the manor for all this region. He bought, in 1634, 10,000 acres (extending up to the New Rochelle boundary) from the Siwanoy Indians, paying trinkets for them. Later English from Connecticut settled about here, and were at constant odds with the Dutch of New Amsterdam.

City Island is said to have been the place where oyster culture in America first commenced. It is also where for years now many of the Cup Defenders of international yachting have been laid up high and dry, interesting skeletons of past sport. Part of the hulk of the historic frigate "Macedonian,"

captured by Commodore Decatur in the frigate "United States," October, 1812, now forms a portion of a curious old tavern, "The Macedonian."

Pelham Neck, on the main land, just before City Island is reached, witnessed a sharp skirmish on October 18, 1776, when Colonel Glover, with a brigade of riflemen, harassed the advance of Sir William Howe from his landing place at Pell's Point to New Rochelle. The British columns were twice checked at a cost to Glover of 21 killed and wounded. The British loss was somewhat heavier. This engagement preceded the battle of White Plains.

ROUTE 43—161st Street and Third Avenue—A Loop to the Westward.

This is a route that, leaving Third avenue and running westward along 161st street, makes a great loop through the western portion of the Bronx, and, finally stretching eastward, ends at 177th street and Third avenue (Tremont). There it connects with the line to Westchester over West Farms avenue (see Route 41).

This line goes up Sedgwick avenue, passing close to High Bridge and Washington Bridge, and continues eastward over Burnside avenue. It exhibits the hilly part of the Bronx. Fare 5 cents, time about 40 minutes.

ROUTE 44—Mount Vernon to Yonkers.

From Mount Vernon over into Yonkers is a 30 minute run, a 5 cent fare, and the distance is $4\frac{1}{2}$ miles. Mount Vernon is a picturesque, suburban city of many attractive villas and many hillsides. The route to Yonkers is a pleasing series of country scenery, the way offering many surprises in the way of vistas.

One of these, perhaps one of the most charming in trolleying, comes after Dunwoodie is passed. A turn of the car suddenly brings to view from a hill top Yonkers itself, in the valley and down the slopes, the Hudson in the near distance as a background. Seen either in sunshine or under clouds the view is a superb one.

Yonkers is a very old town, Dutch, as its name shows. Now a sizable city, of manufacturing importance as well as great residential charm, it started its existence during the days of New Amsterdam as the Manor of Colendock, the property of Patroon Van der Donck—Adriaen Van der Donck. Yonkers

got its name in a strange way. Van der Donck, coming here in 1642, lived in so much fashion that his property soon got to be called "de jonkheer's landt" (the gentleman's land), from which the translation to Yonkers is easy.

But Yonkers' pride is her very wonderful colonial relic and heirloom, the Phillipse Manor House, where Washington's first love, Mary Phillipse, had her home. A curious circumstance about her career and the history of this house is that, at a later day, during the Revolution, she was attainted of treason and her house was confiscated by the government. Phillipse Manor is now in fine condition and is used by the municipal government of Yonkers as the City Hall. It remains as a visible evidence of one of the famous old grants of the first days of American history. The building is credited with having been erected in 1682. It stands on Wharburton avenue, one block north of Main street, and the trolley car to Hastings passes its doors.

ROUTE 45—Yonkers, Hastings, Dobbs Ferry, Tuckahoe.

Getty Square is the center of Yonkers. to the north and northeast of Yonkers extend two short lines of note. One of these is to Hastings, $4\frac{3}{4}$ miles, 30 minutes, 5 cents. Here the trolley car system for the outskirts of New York City ends at this point. Hastings is important, nevertheless. Just beyond it lie Dobbs Ferry, Irvington and Tarrytown, all to be reached from Hastings by steam railroad (New York Central and Hudson River). The railroad fare from Hastings to Irvington is about 12 cents (see also Route 48).



WASHINGTON IRVING HOUSE,
IRVINGTON, N. Y.

In 1894, along by the old Livingston Mansion at Dobbs Ferry, a monument was erected in commemoration of the great events in the cause of American independence the old building had seen. For this strip of country was the theater of much Revolution-

ary history. War swirled through Westchester in those days. In the Livingston mansion, Washington met Rochambeau in 1781, and there planned the campaign of Yorktown. In May, 1783, under this same roof, the papers were signed that renounced all claims of England to America. Two days later, out in the Hudson just opposite, a British sloop of war fired 17 guns in honor of General Washington, the American commander.

The second line is to Tuckahoe, through Nepperhan, a capital countryside. It is $5\frac{1}{2}$ miles, 32 minutes, 5 cents.

ROUTE 46—Mount Vernon to East Chester.

A little line that makes trolley entry possible into the very old town of East Chester, 5 cents, 20 minutes. East Chester is southeast of Mount Vernon.

East Chester has its old church, built in 1764 to replace one erected 1698 and destroyed by fire. When General Howe marched on to White Plains he left his wounded in this church.

ROUTE 47—Mount Vernon, Tuckahoe, White Plains.

Ten miles of delightful trolley journey through the country of the fashionables, directly to the north of Mount Vernon, brings the Trolley Explorer, in just an hour, at a cost of ten cents, into White Plains. This is one of the newer lines of this region and it fills a great need for those who trolley for scenic attractions. Bronxville, Lawrence Park, Tuckahoe, Parson's Corners, Scarsdale and Hartsdale are passed through.

Beginning also at Mount Vernon and joining the White Plains line at Tuckahoe is an alternative route for the first third of the trip. At Parsons Corners still another line joins on to this White Plains route. It comes over from New Rochelle, $6\frac{3}{4}$ miles to the southeast.

ROUTE 48—White Plains to Tarrytown and Mamaroneck.

Two routes are all that are possible from White Plains, one extending to Tarrytown to the west, the other to Mamaroneck to the east. White Plains lies midway between Tarrytown and Mamaroneck, 7 miles from each. A five cent fare either way, and 40 minutes.

It is one of the great Revolutionary towns of America, though it has become of recent years extremely modern and progressive. A notable battle was fought there, in a series of skirmishes, on October 28, 1776. The British were under Howe, the Americans under Washington. The Americans were driven from their position, and took their post on the hills a few miles further north. The British general did not think it prudent to pursue. The loss of the belligerents was nearly equal—about 300 each.

Over towards Tarrytown from White Plains, at Elmsford (old Hall's Corners) is "Four Corners," of historic fame, where the British attacked the patriots. South of the railroad station is the Greenburgh Dutch Church, built in 1770, in whose burying ground lie many patriots. Near by there was raised three-quarters of a century ago a monument to Isaac Van Wart, one of the captors of Andre.



THE ANDRE
MONUMENT,
Tarrytown.

In Tarrytown are Sleepy Hollow Church, the bridge over Pocantico Creek, made famous by Washington Irving's "Headless Horseman," and a quaint and charming old mill. Washington Irving is buried in Sleepy Hollow Cemetery.

To get to Sleepy Hollow Church and the famous bridge (which lie close together) requires considerable walking. Leave the trolley car at Orchard street, one block from the railroad, and walk north one mile. There are no more old time spots roundabout New York. The old mill was built by Vredryk Flypse, who got a grant here in 1680.

Tarrytown is the village where Major Andre was captured. Its name, Tarwee Town, means wheat town. In the Indian tongue it was called Alipconck, the place of elms.

Irvington must surely be included in the pilgrimage, for even though trolley cars do not reach it, the railroad is close at hand. Here is Washington Irving's home,

Sunnyside, still occupied by one of his descendants, a country place of wonderful fascination, a house that far transcends all the modern mansions of the Hudson's bank. It was once known as Wolfert's Roost.

Mamaroneck was Tory headquarters in the old days before American Independence was finally declared, and General Howe in his Westchester campaigns camped on Heathcote Hill there, not far from where the old Delancey mansion now stands. In the Indian language the name means, "the place of rolling stones." J. Fenimore Cooper once lived in Mamaroneck.

ROUTE 49—Mount Vernon to New Rochelle.

Mount Vernon, over towards Long Island Sound into New Rochelle, is but a short ride, $3\frac{1}{2}$ miles, a 5 cent fare. In fact, one can journey by a single car $11\frac{1}{2}$ miles from the end of the Lenox avenue subway (West Farms), through Mount Vernon, through New Rochelle and two miles further on, up to Larchmont for 10 cents. This entire through journey takes an hour and 10 minutes. Mount Vernon to New Rochelle can be made by this rapidly traveling car in 20 minutes. Scarcely have the Mount Vernon city streets been left behind than the countryside commences to be a noble one. From Mount Vernon, too, a branch of this line extends to Pelham, $3\frac{1}{4}$ miles away and 18 minutes' journey. This latter point is away from the through route to the east, however, almost in the opposite direction.

Pelham Manor, further to the south, is reached by a special trolley line of its own now, from Pelham, two miles long, 5 cents, 10 minutes.

The car from Mount Vernon emerges several times upon the old Boston Post Road. In New Rochelle a most interesting settlement is found. Modern as it is now it is of considerable antiquity in American annals. It is a town of the Huguenots, and was founded in 1686 by French families who became exiles from France in consequence of the revocation of the Edict of Nantes.

There are not many towns as old as this in the state of New York. Another memory of the region is preserved in the Hutchinson River which flows into Pelham Bay, named from Anne Hutchinson who settled here two centuries ago, driven from New England during the days of the religious intolerance. Anne Hutchinson became known as a benefactress to

the Indians, and hereabouts was a country of many thrilling incidents of savage warfare long before the Revolution came on.

In the Revolution New Rochelle played a somewhat extensive part. Tom Paine, the patriot writer of those days, lived here, and a monument still marks his grave. He was originally buried here, but the body was removed to England in 1819. The monument stands on White Plains road, just off Main street.

Tories abounded here during those troublous times. General Knyphausen landed with Hessian troops on Davenport near by and made many reprisals upon patriot families.



TOM PAINE MONUMENT, New Rochelle, N.Y.

In New Rochelle stands a battle monument, inscribed, "To her Loyal Sons," with a figure of a soldier surmounting its pedestal. An excellent summer shore resort to be visited in New Rochelle (change cars in New Rochelle and transfer) is Echo Bay. The highway here is the old Boston Post Road.

ROUTE 50—New Rochelle to Stamford, Conn.

Now begins a long and lovely ride, one of the finest in trolleying within near range of New York, as it is in 1910. The trolley rails at many points closely hug the shore; they

pass through prosperous and rapidly growing suburban towns of great interest, and they give charming glimpses of splendid country places and fine driving roads.

The route leads through Larchmont, Mamaroneck, Harrison, Rye, Portchester, Belle Haven, Greenwich, Stamford, Cos Cob. This is directly on the way to Boston, it may be interesting to state.

New Rochelle into Stamford, over the New York state line is a matter of an hour and three-quarters traveling, 18½ miles, at a cost of 20 cents.

In Larchmont, a country town that has an ideal system of self-government, there is the famous Larchmont Yacht Club, with its splendid lawns upon the water front, its fine club house and harbor, and the Larchmont Fire Department, a band of amateurs who are in great part from the best families and have been trained into almost the skill of professional firemen.

Rye was much overrun in the Revolution by guerrilla bands, and there were conflicts in old Rye village.

The points, islands and coves along the Sound from Mamaroneck are Mill Creek, Hen Island, Rye Neck, Rye Point, Parsonage Point, Manursing Islands. The trolley road goes fairly close to the Sound in this district, and it would hardly be too long a walk to visit any of them, returning to the tracks and again boarding the car.

Portchester of recent years has grown to be almost a city, and for a mile or so much of the sense of rural traveling is lost. On either side of it, however, is a chain of really magnificent country residences on the Sound side of the old highway that is the Post Road.

The other side of Portchester the Bryam River comes in, the boundary line of New York and Connecticut, a singularly picturesque stream. Beyond lie Belle Haven and Greenwich, directly on the Sound, at one of its finest points.

Just outside of Greenwich is to be seen the superb country place built by "Bill Tweed"—"Millbank." A quarter of a mile beyond is Putnam's Hill, a high steep overlooking the valley and Cos Cob. It was here that General Israel Putnam made his famous ride on horseback down the flight of steps when pursued by the enemy. Several of the steps are still half visible, though a century and a quarter has gone by since the ride was taken. A rough stone block keeps green the story of the feat, with this inscription:

"This marks the spot
Where, on February 26, 1779,
General Israel Putnam,
Cut off from his soldiers,
Pursued by British cavalry,
Galloped down this rocky steep
And escaped, daring to lead where not
One of many hundred foes dared to follow."

Erected by the
Putnam Hill Chapter, Daughters
of the American Revolution,
of Greenwich, Conn., A. D., 1900.

Greenwich has Indian Harbor as its eastward water point, and all through this region there is especially fine boating and fishing. In Cos Cob is the old Holly house (now an artists' boarding house), where General Putnam attended a party the night before his ride. The looking glass in which he saw (according to history) the reflection of the redcoats, is now in the collections of the New York Historical Society.

The trolley cars go here within a few rods of the old settlers' burying ground where Cos Cob and Mianus, the Indian chieftains, are buried. This burial ground can only be discovered upon close inspection. It is but a few uncared-for mounds to-day.



New England

Trolley riding through New England begins at Stamford, in Connecticut, just across the New York State line. It is quite possible to get to Stamford by trolley, from the West Farms, New York, subway terminus, by way of Mount Vernon and New Rochelle, (see preceding chapter on Westchester), at a cost of 30 cents in fares and two hours and three-quarters time. If the object of the traveler be simply to tour in New England, however, Stamford can be expeditiously reached in a little over an hour from the Grand Central Station, by steam trains on the New York, New Haven and Hartford Railroad.

Connecticut is extremely rich in beautiful trolley rides. At Bridgeport these begin to branch out. One may journey along the shore to New Haven, or up among the exquisitely landscaped hills of the Naugatuck and Housatonic Valleys, where Ansonia and Waterbury are situated. All these lines come together at Hartford, and north from there, to Springfield, Mass., there is splendid trolleying along the Connecticut River.

Almost every inch of Massachusetts and Rhode Island is trolleyed.* Springfield is, however, practically, the western terminus of the connecting lines. There is a trolley system for the Berkshires along Massachusetts' western border, but this does not join in any way with the trolleys of the rest of Massachusetts and all of New England, and from these points can only be approached by train. The Berkshires, however, are being connected up with the New York state trolleys by way of Bennington, Vt., and Troy, N. Y. (which see).

Springfield, Worcester and Boston are the three great Massachusetts trolley centers, from which everything radiates. From Worcester trunk lines run down into Connecticut, to Putnam, Norwich and New London, into Rhode Island to Providence, Fall River, Narragansett Pier and Newport, up north to Fitchburg, to Lowell and Newburyport, into Boston. Boston's routes go up into Lewiston, Maine, to Concord, N. H., to Salem, Brockton, Plymouth, Taunton, Fall River, New Bedford, etc. The rides along the New England coast are wonderful.

For fuller details of trolleying in New England than there is space for here, see:

"Trolley Trips Through New England." The Trolley Press, Hartford, Conn., 15 cents.

"Trolley Wayfinder." New England Street Railway Club, Boston, Mass., 10 cents.

ROUTE 51—Stamford to Bridgeport.

Twenty-four and a half miles is the distance from Stamford into Bridgeport, the cost 35 cents, and the time 2 hours and 20 minutes. At Stamford there are two possible "side" trips, one up in the near-by hills to New Canaan, the other to Sound Beach. On the main line the trip is due east, close to the Sound shore, through Noroton, Darien, Rowayton, Roton Point, South Norwalk, East Norwalk, Norwalk, Westport, Southport, Fairfield, Black Rock.



THE CONNECTICUT SHORE.

The view from the bridge over the Noroton at Stamford but starts the exquisite series of New England pictures that are to come before the traveler's eyes. Besides the scenery he has a new interest—he is now beginning to traverse historic Connecticut. These towns along the shore were some of the earliest settlements of New England. All through the Revolution the British rampaged and pillaged through here. But Darien, Saugatuck, Norwalk and Fairfield were in existence long before those days.

Norwalk goes back, as a matter of fact, to 1640. A brisk Connecticut city (rather two cities, Norwalk and South Norwalk, proud of their manufactures), it does not show its antiquity to the casual observer or to the passer through its main streets, save in the many quaint old cemeteries scattered everywhere in the centers and perched on hilltops. These make the Norwalks somewhat interesting places. Norwalk is truly celebrated, Washington having written about it in his diary. A stone, easily seen en route, marks the site of the founding of the town, and there is a good red brick town hall, built in 1835, that should have a glance.

Darien, too, is anciently historic. It is not until Fairfield is reached, nevertheless, that the historical climax is capped for this stretch of shore. Fairfield is not only one of the most beautiful of Connecticut towns but it is filled with annals of '76. General Tryon, the Britisher, burned it. The old Benson Tavern was for many a long year a favorite hostelry of the Boston Post Road, and it still stands. Here there are memories of Peter Parley. Katharine M. Abbott, in her little hand-books,



Courtesy of C. A. Tomlinson.
MEMORIAL BRIDGE, Milford, Conn.

has written most entertainingly and fully of these Connecticut towns, and the small pocket volumes are to be had in nearly all the New England book shops. Fairfield's Court House was built in 1720, destroyed by the British in 1779, and rebuilt 1794.

There is, too, in this range of towns Southport, whose attraction is the extremely fine Pequot Library, with its many rare books on the Pequot Indians. Miss Abbott says: "The Pequots, * * * days of power ended on the spot where the Library stands."

ROUTE 52—Bridgeport to Hartford.

Between the busy, modern, manufacturing Connecticut city of Bridgeport and the stately and beautiful state capitol of

Connecticut, **Hartford**, on the banks of the Connecticut River, historic itself in the extreme and in the very center of a most historic land, there is what may be called the "cream of American trolleying." There is so much of this trolleying, such a great network, indeed, that four distinct and separate routes or ways can be given between the two cities.

I.

Bridgeport, Ansonia, Derby, Waterbury, Cheshire, New Britain, Hartford—circuitous but much the finest, scenically. This is emphatically the way to see Connecticut. The only weakness of this route is that it altogether cuts out **New Haven**.

It is an ideal trip, through a delightful country, well up among the hills, amid picturesque scenery, touching at most interesting cities. It makes, with stops, a full trolley day journey. The tourist passes through the valleys of the Housatonic and the Naugatuck. The schedule of the trip from **Bridgeport** is:

	<i>Total Time.</i>	<i>Total Fare.</i>
Ansonia (through Derby),		
16 miles	1 hr. 20 min.	20c.
Waterbury, 32½ miles . . .	2 hrs. 35 min.	45c.
Cheshire, 40½ miles	3 hrs. 10 min.	60c.
Southington, 48¾ miles . .	3 hrs. 45 min.	65c.
New Britain, 58¾ miles . .	4 hrs. 30 min.	80c.
Hartford, 68¼ miles	5 hrs. 15 min.	90c.

Bridgeport is famous for the late **P. T. Barnum**, for sewing machines (here lived **Elias Howe**, who invented that household article), for graphophones, hardware and very nearly everything else that can be manufactured.

Out from **Bridgeport** the car runs first to **Stratford** at the mouth of the Housatonic, where there is quite a little of interest historically, and then along the river bank. **Derby** and **Ansonia** are brisk and charming Connecticut manufacturing cities, the latter famous for its making of clocks. At **Waterbury**, a little short of half the distance, is a milestone in trolley tripping.

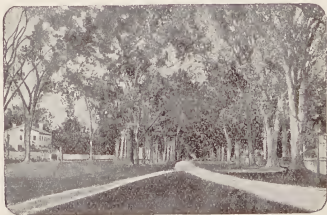
It is only comparatively recently that the "Brass City" has been connected with the rest by trolley. Though a modern progressive town, with a portion of its fame in the direction of watches, it is very old—dating back to 1677. It is, too, situated in the midst of the very finest scenery, and is noted for its "Green."

Beyond **Waterbury** the line goes over **Southington Mountain** through **Cheshire** and presents a number of superb hill views.

New Britain, close to Hartford, is widely known as a hardware producing center. This is the midst of industrial Yankee-land:

II.

Bridgeport, New Haven, Cheshire, New Britain, Hartford—a direct route, up over the hills to the north of New Haven. It is really only two miles shorter than the Waterbury route, though it costs 15 cents less. Its detail is through the towns of Stratford, Milford, Woodmont and Savin Rock into New Haven, 2 hours, 25 cents, and thence to Cheshire by way of Mount Carmel, 1 hour, 20 cents. From Cheshire the way is the same as by the Waterbury route.



STREET OF THE TRIPLE ELMS,
Stratford, Conn.

Here is another most extraordinary section of historic Connecticut. So picturesque and beautiful, so full of memories, are Stratford and Milford that it will seem to most people a pity not to get off the car at the "Greens" of each and spend hours in these towns.

The trolley passes along the Street of the Triple Elms in Stratford, trees well nigh 300 years old. This village was founded in 1639, and puts forward to the visitor the quaintest of architecture. In Stratford town among other sights is the Gallows Bridge on which Goody Bassett was hung for witchcraft in 1650. Miss Abbott tells the tale of one Birdsey, who was whipped (under the Blue Laws), because he was seen to kiss his wife on Sunday on his own doorstep.

Milford Green is a paradise of itself. The car skirts it, and as it turns gives a glimpse of the Memorial Bridge, erected a few years ago, on whose granite piers and balustrade are cut the names and the deeds of the worthies who figured in her romantic and stormy Colonial and Revolutionary history. Milford has many old elms too; it was Wepowagee in the Indian tongue.

Savin Rock is a famous Sound-side resort for New Haven people and for many others.

New Haven has many things worth looking at, the chief of them being the buildings of Yale University, chartered as Yale College in 1701. The New Haven "Green" is the most imposing in New England. From the wonderful elms there old Quinnipiac (as it was called originally), gets the title of the "Elm City."

The fine new buildings of the University and the remnant of the old yet remaining must have a few moments given them, no matter what the hurry. There should be a walk over the "Green" (under the Elms) and through the "Quadrangle."

The "Green" was laid out in 1640. It was once the old market place of New Haven, and had a whipping post and stocks.

Over the hills to Cheshire and beyond there is Milldale, Lazy Lane, and, by a brief "side trip" Bristol, where the first American clocks were made.

III.

Bridgeport, New Haven, Wallingford, Yalesville, Meriden, New Britain, Hartford—the original trolley route between the two cities, roundabout and least attractive of all.

This route follows the second into New Haven. Beyond this it goes through Wallingford and Meriden, "Silver Plate" Meriden—Wallingford being also a manufacturing town, thence to Milldale, Southington, New Britain and Hartford, cutting out Cheshire altogether. From Milldale on, the line is the same as the first and second routes.

From Bridgeport the distance is $73\frac{1}{4}$ miles, the fare 95 cents, the time needed, exclusive of car changes, a little over six hours.

IV.

Bridgeport, New Haven, Meriden, Middletown, Hartford—newest of the four routes. The same as the third route here, to Meriden, $45\frac{1}{2}$ miles, 55 cents. At Meriden the route branches off to Middletown on the Connecticut River, 12

miles, 15 cents, 43 minutes, and from there to Hartford, 16 miles, 30 cents, 1 hour, 14 minutes. From Bridgeport to Hartford by this way the totals are: 5 hours, 42 minutes, \$1 fare, 73½ miles.

Middletown has Wesleyan University and is a very representative Connecticut town. This is a very new route, only opened in 1909.

ROUTE 53—Middletown to Guilford on the Sound (near future).

A new line of great Connecticut importance. It will extend from Middletown due south to Long Island Sound at Guilford, covering a countryside up to now quite untrolleyed. Construction is being actively pushed. With Hartford only 16 miles to the north of Middletown, and closely connected with it, this new road has immense possibilities.

ROUTE 54—Hartford "Side Trips."

Hartford is one of the four great trolley centers of New England. In many respects it is the most interesting of all the cities of Yankee building.

Commercially, Hartford is famous for fire insurance, revolvers, guns, motor cars, typewriters, etc. All the cars coming into the city pass in front of the "Square," which dates back to 1637. The City Hall, once the State House, was built in 1794. Two points of notable interest are the Centre Church (1807) with its old burying ground (1640), and the white marble State Capitol standing in Bushnell Park. There is a famous Memorial Arch likewise, and along by way of Farmington Avenue is Hartford's literary center where Mark Twain, Charles Dudley Warner, Harriet Beecher Stowe and William Gillette long lived.

J. Pierpont Morgan, in memory of his father—this is Mr. Morgan's native city—has built a gallery which he is filling with superb paintings and tapestries. It is a gift to his city, and is already one of the most notable collections of art outside of New York. There is also to be seen the Wentworth Atheneum, nearby, given over to historical collections, etc. In the State Capitol there is a remarkable Stuart portrait of Washington. In Charter Oak Place, not far from Main street, marked by a tablet, stood, until it was blown down in 1856, the Charter Oak, in which the original Charter of Connecticut was hidden.

There is a Soldiers' and Sailors' Memorial Arch in Hartford that is a wonder, and a splendid new armory. This city's park system is very extensive and beautiful, including a "wild park" in the suburbs.

The "pick" of the "side trips" out of Hartford are:

To South Manchester, $9\frac{1}{2}$ miles, 1 hour, 15 cents. Famous silk mills, a noted Revolutionary tavern.

To West Hartford and Farmington. Here is part of the old high road from New York to Boston (in West Hartford), hallowed by memories of Washington. At Farmington is the noted school for girls that Miss Porter founded. Town settled in 1640. 9 miles, 15 cents, 45 minutes.

To South Glastonbury, 10 miles, 15 cents, one hour's run. Here is the Hollister House, built in 1675, said to be the oldest wooden house now standing in Connecticut, and remarkable peach orchards.

To Lake Compounce (a great pleasuring ground), $20\frac{3}{4}$ miles, 28 cents, 2 hours' run.

To Rockville, Lake Snipsic and Warehouse Point.



OLD WHITMAN HOUSE,
Farmington, Conn.



CENTRAL NEW ENGLAND.

**ROUTE 55—Hartford to Norwich and New London
(near future).**

This summer there will probably be added to the journeys it is possible to make out from Hartford a new and very valuable one, connecting Hartford cross country to the southwest with Norwich, and then New London on the Long Island Sound shore. Hitherto New London and Norwich have been reached only by way of Worcester. New London is on a straight line with New Haven, but there is no trolley connection. This new line from Hartford is therefore to be of much importance. It will join also Springfield and Westerly, R. I.

ROUTE 56—Hartford to Springfield.

Trolley riding supreme is to be enjoyed up the Connecticut Valley, along the Connecticut River, from Hartford into Springfield, Mass. There are the most superb views, especially as Springfield is approached. And the journey is made in cars so finely equipped that they have smoking compartments. The traveler may choose for himself whether he will go up on either the east or the west side of the Connecticut River.

Between the two cities the time by trolley is now a little less than two hours. It is 27 miles and a 35 cent fare. This is the east side of the river, and the older line. The west side route is three miles longer and takes 25 minutes more. Its fare is, however, 30 cents.

I—(East Side Route).

The east side route has the advantage of passing through Longmeadow, one of the most beautiful of Massachusetts towns. It crosses the Connecticut over a new and very handsome granite bridge, runs through East Hartford and its famous tobacco farms.

Many a point on the way arouses attention. South Windsor, just beyond East Hartford, was the homestead of Roger Wolcott. All through this long "street," of nearly 30 miles, especially about Enfield and Longmeadow are colonial mansions, enviable in their unrestored architecture.

Thompsonville, a step further than Enfield, is the greatest town of carpet manufacturing in this country. The old homesteads of Longmeadow are all but perfect. It is said that when permission was given the trolley company to lay their tracks through the lawn of this wide street alongside of the roadway, the condition was made that the turf should be kept in perfect condition between the rails. The trolley people have kept the pledge.

Longmeadow began 1644. It is one long village street with splendid arching elms. Get off the car and see the "Old Red House" and the "Marchant Colton" place, these particularly, but there are others almost as interesting that should not be neglected.

II—(West Side Route).

The west side route passes through Windsor, Windsor Locks, Suffield, Agawam and West Springfield. At Windsor is the site of the first house erected in Connecticut, and at Suffield the first New England cigars were made, in 1810.

ROUTE 57—Springfield to Mount Tom, Holyoke, Northampton, Turner's Falls.

Springfield is one of the finest cities in New England. It will ever have a warm place in the memory of trolley travelers, because of the beauty of the approaches to it and the exits from it. Historically all this valley is crowded with reminders of

the savage Indian, King Philip, and the cruelties of his war. The Court Square of Springfield is an ancient place.

Here there is the historic and very interesting United States Arsenal or Armory. It can be visited by asking for a pass. The city has also a very fine park, Forest Park, and is a big manufacturing center, also.

This town was originally Agawam. It was on the "Bay Path" or Indian trail that led from the present Boston to the present Albany. Practically, this is the route to-day of the Boston and Albany Railroad.

It is possible to trolley over 50 miles north of Springfield, through a delightful territory. This road goes to Montague, 74 cents, 4 hours, passing through Holyoke, touching Mount Tom, passing through Northampton, South Deerfield and Deerfield to Turner's Falls and beyond.

At Mount Tom change to a Mount Tom trolley car that climbs the big Mountain. At Northampton take a "side trip" to Hadley and Amherst.

All these are short distances away from Springfield. Holyoke is the "paper city," of famous water power. It is ten miles off. Mount Tom, just beyond Holyoke, has one of the most splendid views of New England from its top. Northampton is crowded full of college girls, Smith College being there. Amherst (by connecting trolley) is where the famous college for men, of the same name, is located. South Deerfield and Deerfield have wonderful Colonial furniture and bric-a-brac in their houses, and these towns resound with historical memories of Indian massacres many long years ago.

ROUTE 58—Springfield to Worcester.

Out of Springfield into the mid New England city of Worcester, by now almost as much a great trolley center as Boston, there are two itineraries. These lead through very much the same country, and there is little to choose between them in mileage, fares or hours. The two lines go over the same rails to Palmer, 16½ miles from Springfield, and then separate, not to come together again until Worcester's City Hall Square is reached.

To Palmer the way is over the picturesque mountains of Western Massachusetts. East of here, where the lines separate, the lowlands begin.

I.

The line to the south, $3\frac{1}{2}$ hours, 58 miles, 80 cents, has as its direction Indian Orchard, Ludlow, Palmer, Brimfield, Southbridge, Oxford. All of these are pleasant little towns. This is much the faster route.

II.

The line to the north (which is the longer established) is $55\frac{1}{2}$ miles, 78 cents fare, and 4 hours and twelve minutes run. After leaving the other line at Palmer it passes through Ware, the Brookfields (west and east), Spencer and Leicester.

Worcester is chiefly known as a strong and powerful business town, well remembered for the large number of patents issued to its citizens, for the late U. S. Senator George F. Hoar, for its varied manufacturing interests. In New England they call Worcester "The Heart of the Commonwealth." It was first settled in 1713.

ROUTE 59—Worcester to Fitchburg, Lowell, Concord, Newburyport.

Veritably the geographical center nowadays for reaching every point in New England, Worcester, has as one of the chief journeys possible from it a tour to the north, first touching Fitchburg, then Lowell, the renowned "City of Spindles," from here either further north to Nashua, Manchester and Concord, New Hampshire, or northeast to Newburyport on the Atlantic coast. This latter can be made into a "short cut" to Portsmouth, New Hampshire, and Portland, Maine, going completely around Boston to its northwest.

Worcester to Concord by trolley is a matter of $108\frac{1}{2}$ miles, taking just seven hours and costing a dollar and a half. This seven hours' time does not include, however, the waiting to make connections at several points. In tabular form these details from Worcester are:

	<i>Total Miles.</i>	<i>Total Fare.</i>	<i>Total Time.</i>
Fitchburg	24½	.30	1 hr. 30 min.
Lowell	56	.80	3 hr. 40 min.
Nashua	70	\$1.00	4 hr. 50 min.
Manchester	88½	\$1.25	5 hr. 40 min.
Concord	108½	\$1.50	7 hr.

The way to Newburyport and the upper New England coast direct from Worcester branches off at Lowell. The table for this journey from Worcester reads:

	<i>Total Miles.</i>	<i>Total Fare.</i>	<i>Total Time.</i>
Fitchburg	24½	.30	1 hr. 30 min.
Lowell	56	.80	3 hr. 40 min.
Newburyport ..	89	\$1.25	6 hr.

Fitchburg is another of the important manufacturing towns of the East. Lowell is another, of great milling interests. It is at the joining point of the Concord and Merrimac River. Many of its mill operatives are French. It is only 25 miles and a quick run to Boston from here.

The journey of fifty miles up into New Hampshire, from Lowell is a remarkably interesting one. The scenery is very picturesque.

Newburyport was once only second to Salem as a city from which some of the great vessels of the country sailed out to fortune in the days when the American merchant marine was a huge power on the seas, a hundred years ago and more. It had a vast trade with the Indies and the Orient. In a churchyard here lie the remains of George Whitefield, the preacher. William Lloyd Garrison was born in Newburyport. The old White Church should be visited.

ROUTE 60—Worcester to New London.

This is a comparatively new line that runs from Massachusetts very nearly due south to the shore of Long Island Sound at New London, through Eastern Connecticut. To the Trolley Explorer it opens up a fresh and remarkable country. The southern portion of this trip leads through the Mohican country and is in the very beautiful valley of the Thames.

Putnam and Norwich are the chief towns passed through. There is a connection with Willimantic, noted for its thread. From Worcester:

	<i>Total Time.</i>	<i>Total Fare.</i>
Putnam	2 hrs. 13 min.	45c.
Norwich	4 hrs. 23 min.	\$1.00
New London	5 hrs. 23 min.	\$1.20

New London is an aquatic town, celebrated for its boat races and fine residences, settled 1646. Norwich has many old and quaint homes, and is a fascinating place.

ROUTE 61—Worcester to Providence, Fall River, Narragansett Pier, Newport, New Bedford.

One of the finest trolley lines cuts directly across Massachusetts, through Rhode Island and into Providence, with one arm to Narragansett Pier, the other to Fall River and Newport. Beyond Fall River is New Bedford.

Unless the traveler is in or close to Boston this is the most convenient route by far to Providence. It makes the trip from Worcester City Hall to Providence, the running time being 4 hours and 5 minutes, the fare 70 cents. The towns passed through include Woonsocket and Pawtucket.



BETSY WILLIAMS HOUSE,
Providence.

The famous Roger Williams established Providence in 1636, giving the town, now a powerful city, its name because of "God's merciful Providence" in affording him a refuge from the Massachusetts Colony. Providence lies at the head of Narragansett Bay, is the capital of Rhode Island, and a huge manufacturing community, with many fine houses within its bounds. Cotton mills have been there for 120 years.

Narragansett Pier is 34 miles away, 2 hours and 10 minutes, 70 cents. On the shore of the Sound this is a most charming summer resort, only second to Newport. Out from Providence in another direction it is an hour and 20 minutes, 30 cents fare to Fall River, another New England commercial and manufacturing center. Now the traveler commences to get on the ocean edge of Massachusetts. Here is another famous city of cotton mills. 32 miles from Providence, total fare 45 cents, is Newport, the historic summer abode of America's fashion and wealth, with its noted beach and its old stone tower, around which Longfellow wrote his "Skeleton in Armor." "Speak, speak, thou fearful guest."

New Bedford, one hour, 20 cents fare from Fall River, has many a great tradition to its credit. It was the first whaling port in the world at one time, and its glories can never be entirely dimmed. Nowadays it is an active, vigorous textile town. New Bedford goes back to 1652.

ROUTE 62—Worcester to Boston.

There are no less than three complete ways—main lines—of getting from Worcester into Boston. By the fastest line, over a high speed "right of way" of 40 miles, the trip can be made in 2 hours and 15 minutes. By the other routes it takes about 3 hours and 45 minutes.

Middle Massachusetts presents itself finely to the traveler along any of these lines.

"Air Line"—The quick, direct route; Worcester, Shrewsbury, Westboro, Hudson, Marlboro, Southboro, Framingham Centre, North Natick, Wellesley Hills, Newton Highlands, Brookline. At Wellesley Hills is Wellesley College for girls (1 mile away) and also the Hunnewell place (perhaps the most splendid country home in America), with its Italian gardens. Brookline is Boston's most charming outlying district residentially.

47¾ miles into Boston, 66 cents, 3 hours and 45 minutes, through North Grafton, Westboro, Hopkinson, Ashland, South Framingham, Natick, Wellesley, Wellesley Hills, Newton Lower Falls, West Newton, Newton.

49¼ miles into Boston, 61 cents, 3 hours and 40 minutes, by way of Lake Quinsigamond, Shrewsbury, Northboro, Marlboro, Southboro, Fayville, Framingham, South Framingham, Natick, Wellesley, Wellesley Hills, Newton Lower Falls, Newtonville.

Boston Common and the Subway there is the trolley car center for every point in New England.

Boston's sights are too many to chronicle, but the trolley traveler who gets to it for the first time should not miss visiting Harvard University (in Cambridge, founded in 1666, a "Harvard Square" car from the Park street subway; see the Common, Museum and buildings generally); Cambridge itself for memories of Longfellow, Holmes, James Russell Lowell; Mount Auburn Cemetery, just beyond; the Public Library on Copley Square; Faneuil Hall, the old State House, the Old South Church, the new Old South Church, Copp's Hill Burying Ground, Boston Common, Bunker Hill Monument. This is only a partial list. Visit the vast system of big parks also, and Revere Beach. On no account omit to get a Boston guide book.

ROUTE 63—Boston to Brockton, Taunton, Providence, Fall River, New Bedford, Newport.

It is but a short run on fast trolleys down from Boston through lower Massachusetts and into Rhode Island. Though

there are scores of minor and connecting lines, one main road stands out direct into Brockton, here dividing, with a trolley way to the east to New Bedford, one to the west to Taunton and then to Providence on the one hand, from Taunton to Fall River and Newport on the other. To Brockton from Boston, through Quincy and Braintree costs 25 cents, and takes 2 hours and 17 minutes.

Boston to Newport is 5 hours and three-quarters time by trolley and 95 cents fare. The fare to Brockton is 25 cents (1 hour, 34 minutes), to Taunton, 45 cents (2 hours, 34 minutes); to Fall River, 70 cents (4 hours, 4 minutes).

Boston to New Bedford is 75 cents, 4 hours, 34 minutes, and to Providence 70 cents (4 hours and 19 minutes).

The field covered is the Massachusetts Peninsula, as it is called. None of the main trips are over 75 miles.

In Route 61, Providence, Narragansett Pier, Fall River, Newport and New Bedford have been touched upon historically and descriptively. Brockton is the great "shoe" city; Taunton was the Cohannet of Indian times. Here is where the Massasoits flourished as a powerful tribe of red men. Taunton began its existence in 1637.

At Middleboro, on the road from Brockton to Fall River one changes cars for Wareham and the Buzzard's Bay country. This is on the way to Cape Cod, which the trolley rails do not reach yet.

ROUTE 64—Boston to Plymouth.



MONUMENT AT
PLYMOUTH ROCK.

"Pilgrim Land," Plymouth Rock, the most revered spot, probably, in all American history, is just short of fifty miles from Boston, a perfect day's trip, for it can be made, there and back, in eight hours of trolley travelling. There had best be a long day's journey of this for at least two hours' stay in Plymouth, where all these wonders are. Plymouth lies well down on Cape Cod Bay. Fare is 60c., and it is approached through Brockton.

All through this countryside, after Brockton is left behind, is the "cradle of American liberty." This is the "land of the Pilgrims' pride." It was on Plymouth Rock that the voyagers of the Mayflower first set foot. The date was 1620, and then began New England.

The Rock itself is here. There is also to be seen Pilgrim Hall and its relics, and the Forefathers Monument. It was Plymouth that is the scene of Longfellow's "The Courtship of Miles Standish."

ROUTE 65—Boston to Quincy and Nantasket.

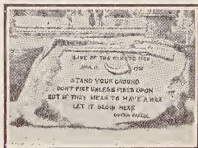
All the rest of New England can scarcely boast of another more famous beach than Nantasket. There should certainly be a trolley journey here. Nantasket is but two hours out of Boston and its fare is but 25 cents. A point reaching into the ocean and marking Massachusetts Bay, Nantasket presents the most beautiful of sea scapes. There are an infinite number of fine residences along the shore.

The car passes through Quincy, Weymouth, Hingham.

Quincy is hallowed by memories of the two early American presidents, John Adams and John Quincy Adams. They were both born at Braintree nearby. See in Quincy the Adams "Cottage" and the house of "Dorothy Q," immortalized by Oliver Wendell Holmes. Quincy is only 8 miles from Boston (10 cents, 48 minutes). Nearby is Weymouth and its herring and the Jerusalem Road on the coast from Hingham to Cohasset, one of the world's great drives. This is historic country only second in interest and in time of settlement to that of Plymouth. The celebrated Arnold Arboretum is only a little distance from these points.

ROUTE 66—Boston to Lexington and Concord, Mass.

The great historical tour of New England, and within 20 miles of Boston. Here the Revolution was begun. It is three-quarters of an hour's ride to Lexington (10 cents), 1 hour, and 24 minutes to Concord, but there was last summer, and probably will be this, a daily excursion to these points—round trip, \$1—starting



IN LEXINGTON COMMON.

from the corner of Park Square and Boylston street, Boston.

It is impossible to do more here than to roughly suggest to the tourist what he shall see in Lexington and Concord. The cars follow the road that the hoofs of Paul Revere's steed traveled when he gave the alarm:

"It was one by the village clock,

When he galloped into Lexington.

There is the village green of Lexington and the boulder marking the Minute Men's line, the bridge at Concord with its statue of the Minute Man, and some old historic houses, the Buckman Tavern, the Harrington house, the Marrett Monroe house, the Wright Tavern.

The bridge at Concord is quite a little distance from the trolley. Get off at Monument Square.

Concord has much else for the journeyer to see. It was the literary center of New England for many years. The house of Emerson, the "Sage of Concord," is still standing. Hawthorne was here, his old "Manse" remaining near the bridge. The site of Thoreau's hut is marked by stones. "Walden" is two miles away. Louisa M. Alcott lived in Concord, her house is yet to be seen. Her father was the apostle of the New England famous school of transcendental philosophy.

ROUTE 67—Boston to Lawrence and Lowell.



THE NEW ENGLAND COAST,
North from Boston.

There are several main lines out from Boston to either Lawrence or Lowell, both 25 to 28 miles run, approximately 2 hours, 30 cents fare. From Lowell (see New England map) it is possible to get expeditiously to Nashua, Manchester and Concord, N. H., from Lawrence to Haverhill and Amesbury, where the poet Whittier lived. A good

route to Lowell is out from Charlestown, through the Mystic Valley—Medford, Winchester and Woburn. See the Library at Woburn, if possible. It is noted for its architecture. Up here is the very active northern Massachusetts manufacturing country where uncounted millions have been made.

Andover with its noted academies is one of the lines from Boston to Lawrence.

ROUTE 68—Boston to Waterville, Me., Up Along the Coast, 230 Miles.

From Boston one can now travel direct by trolley 230 miles north along the coast and up to Waterville, Maine, 101½ miles beyond Portland, 21½ miles further than Augusta. If there are no delays in catching cars at the junction points the trip could be made in 17 hours (\$3.70 single fare). Practically taken, it will use up two long, hard days of riding.

The cities touched on the way are Lynn, Salem (a side trip to Gloucester, 19 miles from Salem, 25 cents, 1 hour and three-quarters), Newburyport, Portsmouth, Kittery, York, Kennebunk, Biddeford, Portland, Yarmouth, Lewiston, Augusta. Three states are trolleyed. Much of the way is within sight of the Atlantic, and in beauty, real pleasure trolleying, this almost certainly outranks any other trolley trip of the country. The schedule from Boston is:

	<i>Total Time.</i>	<i>Total Fare.</i>
Lynn	1 hr.	10c.
Salem	1 hr. 15 min.	20c.
Gloucester	3 hrs.	45c.
Beverley	1 hr. 35 min.	20c.
Ipswich	2 hrs. 39 min.	35c.
Newburyport	3 hrs. 40 min.	50c.
Portsmouth	5 hrs. 54 min.	86c.
Kittery	6 hrs. 4 min.	92c.
York	6 hrs. 51 min.	\$1.10
Kennebunk	8 hrs. 18 min.	\$1.52
Biddeford	8 hrs. 54 min.	\$1.70
Old Orchard Beach	9 hrs. 39 min.	\$1.80
Portland	10 hrs. 4 min.	\$1.95
Yarmouth	11 hrs. 4 min.	\$2.15
Lewiston	13 hrs. 34 min.	\$2.70
Hallowell	15 hrs. 26 min.	\$3.25
Augusta	15 hrs. 44 min.	\$3.30
Waterville	17 hrs. 4 min.	\$3.70

In Lynn was, in Revolutionary days, Moll Pitcher. Lynn's fame to-day is as the great city of women's shoes. On the way from Lynn to Salem (nearly 5 miles) is Marblehead,

a very quaint town of crooked streets, famed for fishing, its yacht clubs and Floyd Ireson.

All this trolley traveling is along the coast. Salem has one splendid chapter of history of her own, for close to two hundred years her captains, sailors and ships led all the rest of America upon the seas. Salem was in its prime a full century ago. Now its wharfs are all but deserted and its great commerce has departed. It had the trade of the Orient par excellence, in splendid sailing ships. The town has the Peabody Museum, a storehouse and a history shop of these

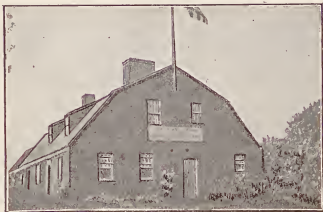


THE JACKSON HOUSE,
Oldest House in Portsmouth.

marine achievements. Salem is also the "Witch City." This is of earlier years, when it went mad over witchcraft and hanged witches on Witch Hill (1692). Nathaniel Hawthorne was born in this city, and, on Turner street you can see the "House of the Seven Gables." At Salem, Hawthorne served in the Custom House.

Gloucester from Salem is a great seashore trip. Gloucester is the port where the fishing fleet start for the "Banks." Kipling in "Captains Courageous" told its story. Here is Cape Ann and the entire region is full of wonderful marine beauty.

Ipswich has innumerable historical relics in its old Whipple house, dating back to 1850. In a previous route—one of those from Worcester—something of what Newburyport is has been told. Newburyport was second to Salem in the



OLD JAIL, York, Maine.

heyday of the American merchant marine. Portsmouth has one of the U. S. navy yards, it was the birthplace of Thomas Bailey Aldrich, and the old house has been preserved and turned into an Aldrich Museum. In Portsmouth, five years ago, Japan and Russia declared peace. York is another of the really old towns. All over the coast here, and, especially at Kennebunkport, are fine summer homes, superbly situated. Biddeford and its adjoining city, Saco, are bustling manufacturing communities.



WHERE LONGFELLOW
WAS BORN.
Portland, Maine.

Henry Wadsworth Longfellow brings the greatest fame to Portland, Maine. His old home, in the city's heart, is now a museum. Portland is on Casco Bay and renowned for the many short trolley trips leading from it.

Thence, the hundred mile run further up in Maine, taking just seven hours, is very delightful.

Hudson River Valley

The Berkshires

From Hudson on the Hudson to Glen Falls and over in the Berkshires to the East is a fine trolley system. It does not quite join yet, though it is speedily compressing together. Troy is to be hooked on to Hoosick Falls, Albany to Pittsfield. So at the moment there are two detached systems.

ROUTE 69—Hudson to Albany, Saratoga, Glens Falls, Lake George.

Between Hudson and Albany you journey through the estates of the old Dutch settlers. This is a trip of nearly 2 hours, 50 cents. At Albany the cars go past Troy, through Saratoga and into real Revolutionary country, noted also for much Indian warfare, up to Lake George and beyond to Warrensburg. Schenectady is also on the line.

There are two ways of starting off from Albany, as follows:

I.

Albany, Watervliet, Troy, Cohoes, Waterford, Mechanicsville (with a branch to Ballston-Spa on the other line), Fort Edward, Sandy Hill, Glens Falls.

II.

Albany, Schenectady, Ballston-Spa, Saratoga, Glens Falls. After Glens Falls the lines combine.

Via No. 1 way the journey to Glens Falls takes two hours and three-quarters, its fare is 90 cents. By No. 2 it is 57 miles, with a fare of \$1 and a running time of two hours and a half. North of Glens Falls, the tracks extend to Lake George and then up into the wilderness, connecting with stages for the Adirondacks. Caldwell, the Lake George point the trolley touches, is 10 miles, 35 minutes (15 cents fare), beyond Glens Falls, Warrensburg, six miles further on.

Albany is most noted for its \$25,000,000 state capitol. It is the most celebrated of all American state capitols. Albany is as old as New York; it was founded by the Dutch as Fort Orange. All through this country were the lands of the patroons.

Schenectady has vast electrical and locomotive plants and was the "old Dutch town on the Mohawk." Saratoga everybody knows as the renowned American watering place and for years the famous seat of racing; also the vacation haunt of public men. All over here Indians and Britishers razed and raided. Close to Glens Falls, on an island in the upper Hudson, is the locality of Cooper's "Last of the Mohicans."

Watervliet has a great U. S. government plant for making big guns. Troy is the collar and cuff city. At Bemis Heights, almost on a line with Saratoga, the Revolutionary Battle of Saratoga was actually fought. Nearby Burgoyne surrendered. A tablet marks the spot. Practically every inch here tells of Indian massacres. This country is the scene of Robert W. Chamber's historical novels.

ROUTE 70—Berkshires, Great Barrington to Bennington, Vt.

The Berkshire trolley system passes through the most beautiful towns of the Berkshires, and during the summer, for an extra fare of 50 cents, runs a parlor car over the road once daily. The "tour" is from Great Barrington, through Pittsfield, North Adams, to Bennington, Vt., and beyond over into New York state to Hoosic Falls. These lines are as yet unconnected with any other trolley system and must now be reached by steam railroad.

Great Barrington to Hoosic Falls is 85 miles, fare \$1.25, time 5 hours and 40 minutes, as follows from Great Barrington:

	<i>Total Miles.</i>	<i>Total Fare.</i>	<i>Total Time.</i>
Pittsfield	29½	35c.	1 hr. 40 min.
North Adams	50	65c.	3 hrs. 2 min.
Bennington	69½	95c.	4 hrs. 10 min.
Hoosic Falls	85½	\$1.25	5 hrs. 40 min.

Other Berkshire points passed through are Stockbridge, Lee, Lenox, Adams.

This is a famous region of great beauty and fashionable popularity. It is about 50 miles long and 25 miles wide. Lenox is very famous in the annals of American Society, and has many splendid country homes. There are wonderful drives all through here. Pittsfield is the chief town. Stockbridge is another famous summering place. North Adams is near the Hoosic Tunnel.

The Berkshire Street Railway Company has within the last year marked over sixty spots of historical and geographical interest along its lines. These signs are large and very readable. They are emphasized by large red seals. Some of the most interesting signs read as follows:

In and about Great Barrington: "The Henderson house, probably the oldest house standing in Berkshire County. Used as a storehouse for supplies during the Revolution. Here, in 1777, lodged General Burgoyne, a prisoner of war, on his way to Boston. Here, in 1821, William Cullen Bryant was married to Frances Fairchild of Great Barrington."—"The famous house built by Mrs. Mark Hopkins, afterwards Mrs. Searles, costing over \$1,000,000: Built of native blue dolomite. The architecture is French and there are seven towers upon the house, which is 180 feet long and 100 feet deep. Among its other attractions is the organ in the music room, costing \$75,000."—"Site of the office used by William Cullen Bryant while a resident and Town Clerk of Great Barrington."

In and about Stockbridge: "This road leads to the ancient burial place of the Stockbridge Indians; the clock tower marking the site of the Indian Mission School, and the Village cemetery."—"Stockbridge. The old Indian town. Home of the Stockbridge Indians. Here was established in 1734 John Sargent's Indian Mission, and here Jonathan Edwards lived and wrote 'The Freedom of Will'."—"Ice Glen. A famous ravine in the Beartown Mountains. Noted for its wildness and deposits of ice throughout the year."

In and about Lee: "Lee. Town incorporated in 1777 and named in honor of General Charles Lee of the Revolutionary War. A pioneer town in paper manufacturing, at one time having twenty-two paper mills. Known also for its marble quarries, which have furnished material for part of the Capitol at Washington, St. Patrick's Cathedral, New York City, and other noted buildings."—"Columbia Mill. Property of the Smith Paper Company. In this mill was made the first wood pulp paper manufactured in this country."—"From this quarry, now abandoned, was taken in 1852 the marble for the east wing of the National Capitol at Washington."

In and about Lenox: "Lenox Station. Two miles from Lenox Village. Town settled in 1750 and originally called

'Yokuntown.' Name changed to Lenox in honor of Charles Lennox, Duke of Richmond. Famous for its beautiful estates, its social and literary associations."—"The road to October Mountain where is located the famous estate of the late William C. Whitney, comprising 14,000 acres of primeval forest, at one time stocked with buffalo, elk, moose, deer and antelope."

In and about Pittsfield: "The Longfellow House. This house was formerly the property of Hon. Nathan Appleton of Boston, father-in-law of Henry W. Longfellow. It was here and concerning this place that the latter wrote the poem, 'The Old Clock on the Stairs'."—"In the center of this park once stood the famous Berkshire Elm, 120 feet high. On the site of the church opposite stood the meeting house of 'Fighting Parson Allen,' who led the men of Berkshire to the Battle of Bennington. On this green was held in 1809 the first agricultural fair ever held in America, and here also General de. Lafayette was given a reception in 1825."—"For many years the home of Dr. Oliver Wendell Holmes. This estate was originally owned by Dr. Holmes' grandfather, Jacob Wendell, one of the earliest settlers of Pittsfield."

In and about Lanesborough: "This road leads to Lanesborough Village, the birthplace of 'Josh Billings,' the American humorist, and to Constitution Hill, the home of Jonathan Smith, the plain Berkshire farmer, whose telling speech aided materially in bringing about the adoption of the Federal Constitution by the Massachusetts Convention of 1788."—"The Village of Berkshire in the town of Lanesborough. Here started in 1853 the Berkshire Glass Works, famous for making window glass until the use of natural gas drove the business West."

In and about Cheshire: "Cheshire. Named after Cheshire in England. First settled in 1766. Town government organized in 1793. Once produced 200,000 pounds of cheese annually. To-day a farming and mining town, producing the best iron ore, the best glass sand and the best lime known to the country."—"Near this spot was made in 1801 'The Great Cheshire Cheese.' Weight 1,235 pounds, one day's product of the town's dairies. Molded in a cider press, it was drawn by oxen to Hudson, N. Y., and shipped thence by water to Washington, D. C., and presented to President Thomas Jefferson, as token of admiration from the citizens of Cheshire."

In and about Adams: "Adams, originally East Hoosuck. Incorporated as a town in 1778 and name changed in honor of Sam. Adams, 'The Father of the American Revolution.' In 1878 the township was divided and North Adams was set off as a separate township. Population of Adams, 14,000. Here are located the Berkshire Cotton Company's mills, one of the largest plants in New England, and the Renfrew Mills, and the noted L. L. Brown Paper Company's plant,"—"This marks the road leading to the birthplace of Susan B. Anthony, leader in the Woman's Suffrage movement. She was born of Quaker parentage in a house which is still standing."

Near Hoosac: "This pile of debris marks the western end of the Hoosac Tunnel, $4\frac{3}{4}$ miles in length. The longest railway tunnel on the American continent. Commenced in 1853 by private enterprise it was completed in 1874 by the State of Massachusetts at a cost of \$14,000,000 and 196 lives."



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See Route 11.

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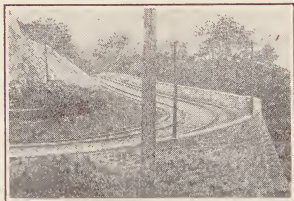
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NEW JERSEY & HUDSON RIVER RAIL- ROAD & FERRY COMPANY.

See Route 11.

Page 45.



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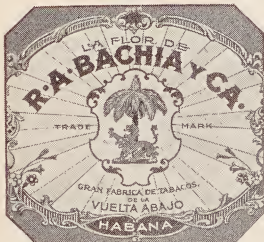
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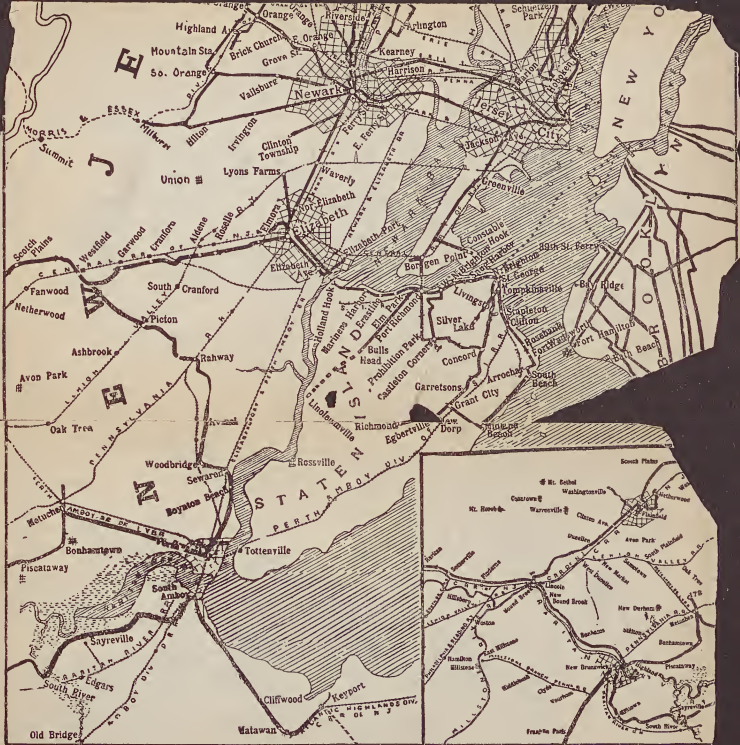
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